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Vol. CLXIX No. 2209 WITH WHICH IS INCORPORATED THE GRAPHIC MAY 23 1942

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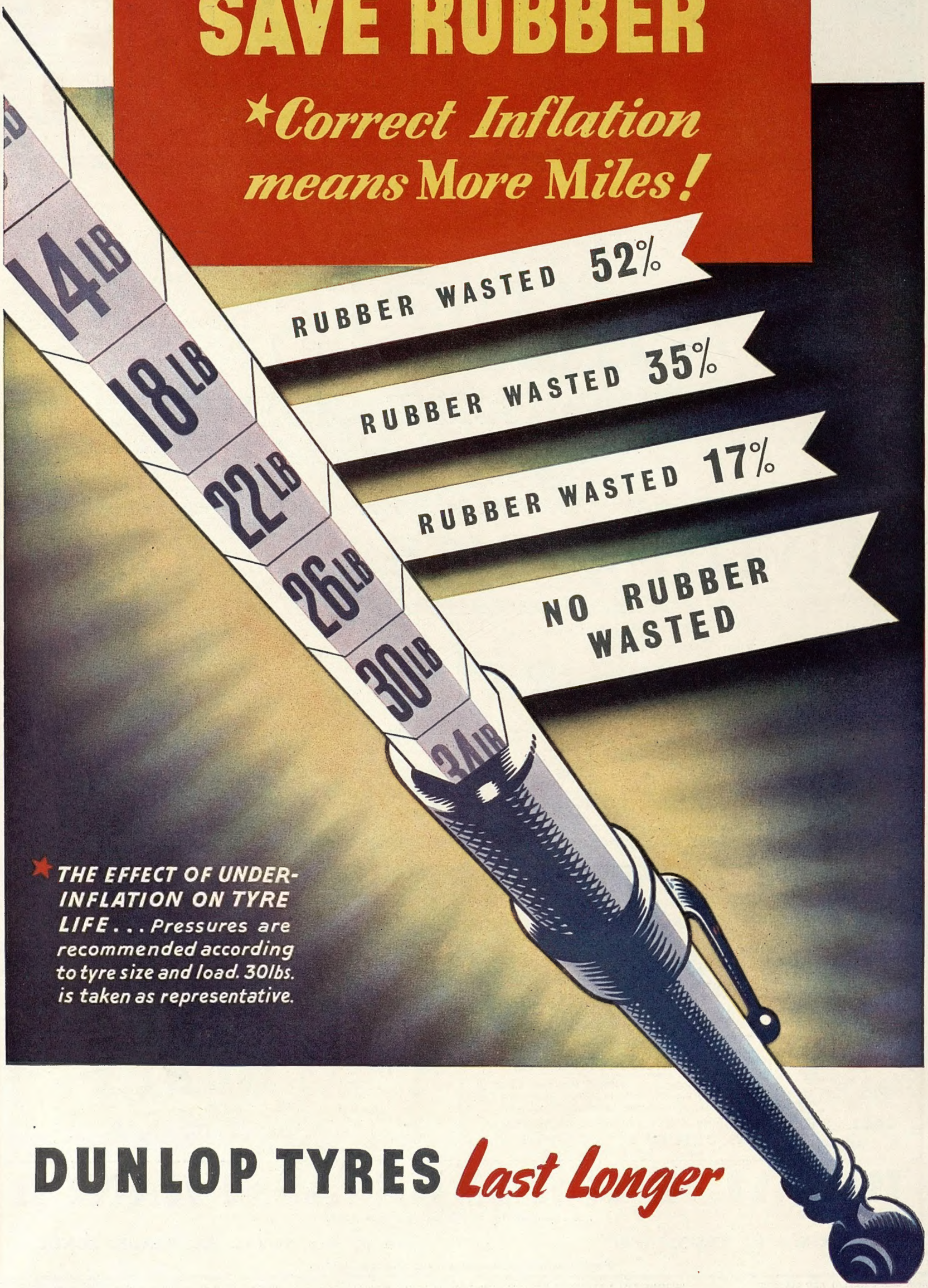

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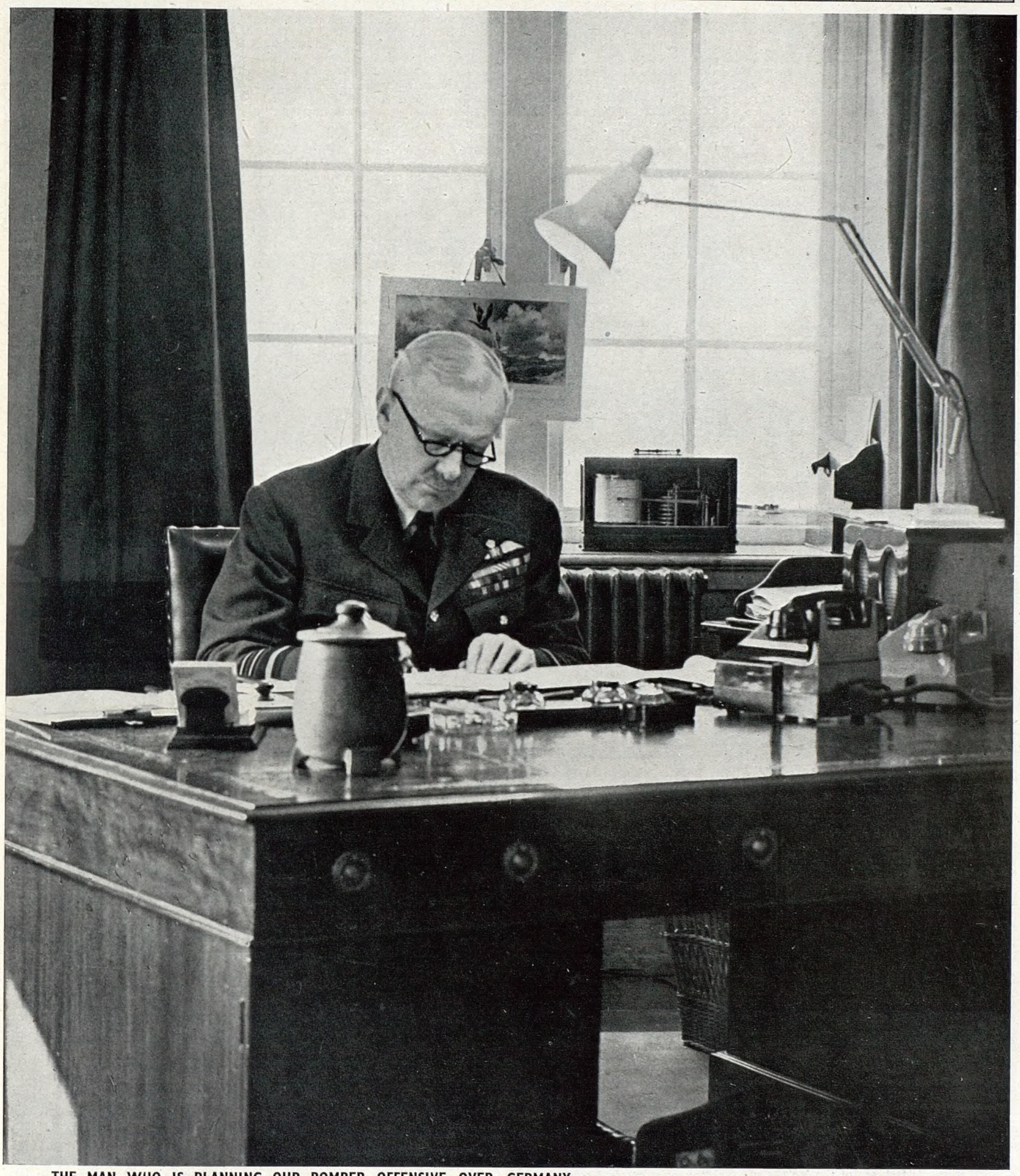
Volume CLXIX No. 2209

The SPHERE, London, May 23, 1942

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly



THE MAN WHO IS PLANNING OUR BOMBER OFFENSIVE OVER GERMANY: AIR MARSHAL ARTHUR TRAVERS HARRIS, C.B., O.B.E., A.F.C., COMMANDER-IN-CHIEF OF BOMBER COMMAND, AT WORK AT HIS DESK AT HEADQUARTERS

As an earnest of what is to come in the very near future are the recent attacks on Lubeck and Rostock : that more, and heavier, attacks are to follow is evidenced by the fact that Air Marshal Harris is now in command of our offensive bombing operations. His reputation throughout the R.A.F. is that he is a hard-hitter and a "realist" (to quote the current phrase) when it comes down to operational tactics. Known as "Ginger" Harris, the Air Marshal became Chief of Bomber Command in February of this year, the fourth holder of the office since the war began—presumably appointed to exploit our growing weight in the air to its fullest advantage. He is fifty years of age and served throughout the last war with the 1st Rhodesian Regiment and the old Royal Flying Corps. From 1940 to 1941 he was Deputy Chief of the Air Staff ; promoted Air Marshal in 1941, he was then "seconded for special duty." This picture was taken a few days ago in his simply-furnished office at Bomber Command Headquarters : prominent on his desk is a battery of telephones, whilst in the background is the indispensable barometer—which plays so large a part in operational flying

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A WAR NEWSLETTER—No. 142

1, NEW OXFORD STREET, W.C.1.

Our Centenarian Contemporary.—It is only on his hundredth birthday that a man insists on his age. On every other day of his middle or old age "a man is as old as he feels." And as with men, so with journals. *The Illustrated London News* claimed on May 14, 1942, to be a centenarian. But on May 15 it felt (as usual) "a mere boy." So long as the minds which direct it are elastic, so long as those minds live in the present and continue to peer into the future, the *I.L.N.* is entitled to call itself young as well as old, very much (and more than ever) "on the active list," an example as well as a tradition, a pioneer as well as a past master. *Sa veillesse sait, sa jeunesse peut.* A pioneer and a past master in the art and technique of illustrated journalism. The phrase is justly coined for it. It began a new technique and new idea in weekly journalism in those far-off days when war correspondents went forth with pencils and pack-ponies and perhaps the distant prospect of an electric-cable call. They rode and stayed with their news and views, and the latter travelled leisurely home by sea. But they arrived in time. Red-hot news for an illustrated weekly was a scoop indeed, a singular coincidence of time and space and chance.

The Old "Illustrateds."—My memories of the *I.L.N.* are all of peace. Peace at home, though war abroad might be luridly illustrated on its pages. It was the peace of the schoolroom on wet afternoons in Victorian days, when the tattered, old bound numbers came out, and we studied women's fashions of the '50's, and fat-stock sales, and pheasant *battues*, and pored over views of Athens or Jerusalem (from the Mount of Olives), or gaped over pictures of sharpshooters advancing through the Bush, or of Sir Garnet "thrashing a cannibal," or toured in imagination the desolating oases of the Great Exhibition. And, still turning the pages, we march on with the evolution of illustration, from the splendid old woodcuts and the daguerreotypes, past the new process of half-tone, on to the first triumphs in the modern art of rotary photogravure and the wonders of natural-colour photography. What milestones, what progress, in that panorama of history! Measure them by (for example) a full-page, coloured advertisement of to-day compared with its predecessor of 1860. (In those days advertisements seem for the most part to have addressed themselves to the livers of country gentlemen or to the spavins of country gentlemen's horses.) My old bound copies of the *I.L.N.* survived for half a century. My children read them as I did. Their memories of the *I.L.N.* are mine. It took two years of a second World War to bring them to the sack—marked "*Salvage.*" As an old servant of a younger sister of this hoary centenarian and live-wire, I take off my hat to the *I.L.N.* and the Ingrams and company. I know by experience some of the difficulties they have passed through, not least in the matter of producing "live-copy" in wartime, and I realise how admirably they have triumphed over all difficulties and chances.

Poison Gas.—In terror-warfare waged far beyond the limits of international law and below the lowest standards of the lowest species of mankind, the people of a Government which adopts such nameless methods against their enemies have the opportunity, up to a point (though not the excuse), to plead impotence, to urge their own slavery to their leaders, even to excuse many of the outrages as being not Government policy but acts of individual commanders on the spot, carried out under the blood-lust of war, by sea, land or in the air—*up to a point.* The German people may one day find excuses for themselves for some of Hitler's and his officers' crimes on one or other of these counts. But the point is defined. Poison gas lies beyond it. If Hitler in his desperation should decide to loose poison gas—and it is not proved yet that he contemplates it or has attempted it—upon his enemies, the crime can instantly be brought home to Hitler himself. For no commander in the field can use poison gas "in the blood-lust of war" unless poison-gas be placed finally beyond question even by their friends or thralls.

General Dobbie and Malta.—The King recently received General Dobbie and invested him with two high orders of knighthood—the K.C.B. (conferred on him in March 1941) and the G.C.M.G. That some high honour was reserved for this great defender of a vital Empire keypoint was common belief. What it might prove to be was for a short time matter for speculation. Many would like his surname to be linked for all time with the place of his fame. There happens to be a rare precedent for such linking of a surname, without recourse to the conferment of a peerage (in which, since its conferment to correct party political "balance" in the Upper House, there is less "damned merit" than ever). That precedent is the case of General Ross of Bladenburg. A Royal Warrant of August 1815 ordained that his widow *and descendants* might thenceforth be called Ross of Bladenburg, as a memorial to his valour.

The Farce of War Elections.—We are enjoying a by-election. Our late Member fell seriously ill many years ago. He hung on until his death. Some years ago our Conservative committee—for we are a Tory stronghold—chose a candidate to nurse the constituency. A worthy young man, I make no doubt, now aged about forty. He is a carpet bagger. Since he was chosen, our world has gone into the melting-pot and our political ideas with it. We do not to-day regard as other than farcical the choice of our candidate by a body of old gentlemen content to tolerate the political or party practices of the 1930's or anchored to the political and party traditions still current before the war. Most of us desire to back up our Government and support the war effort by all means. We hold our views about the worth of Parliament as revealed during this war, and it may be wisdom and patriotism to keep those views to ourselves. Parliament obviously has not been "representative" of the people for the last two years at least. But after the war it is another matter. I conceive that there is almost nothing concerned with the party organisations, the selection of candidates, the duties of Members to their constituents, the qualities required of candidates, the election practices and the selection practices (which have too long been suspected, disliked and tolerated) which we shall not *overthrow.* Meanwhile, a by-election of candidates chosen by pre-war practices and upon pre-war political viewpoints is certainly a farce, certainly lowers the reputation of Parliament, and cannot conceivably result in fair representation. The urgent thing is to prepare now to secure a committee of selection which will represent the total revolution in our political theories. Whatever our pre-war allegiances to parties, we shall henceforth choose our candidates on other than party qualifications, and promising candidates shall never again be debarred by questions of purse, privilege or prehistoric practices.

THE OLD STAGER

THE KING, IN NAVAL UNIFORM, AT WORK AT HIS DESK: with Queen Elizabeth and the two young Princesses—One of a special series of pictures (in natural-colour photography) taken at a sitting granted to our distinguished contemporary, "The Illustrated London News," on the occasion of its Centenary

MR. BRUCE S. INGRAM, O.B.E., M.C., Editor-in-Chief of "The Illustrated London News" since 1900: As recorded elsewhere on this page, our distinguished contemporary has just celebrated its Centenary. It was first founded on May 14, 1842; and on May 16, 1942, it recorded this event in a special issue (already out of print) which—but for wartime restrictions in paper supply—would have proved a record of One Hundred Years of the mightiest development which our Empire has known. The present Editor-in-Chief of "The Illustrated London News" is of the third generation of Ingrams. The first—Herbert Ingram, the founder (1811-1860)—ultimately became M.P. for Boston: at a comparatively early age he was drowned with his eldest son in a collision on Lake Michigan when visiting the United States. The second—Sir William J. Ingram, Bart. (1847-1924)—was Herbert Ingram's second son; he controlled "The Illustrated London News" from 1872 for a period of thirty years: he was made a Baronet in 1892. The third generation is represented by the present Editor—Mr. Bruce S. Ingram—who assumed control in 1900, adding "The Sketch" to his care five years later. His record, from 1900 to the present day, must be almost unique in journalism! "The Illustrated London News," for one hundred years, has been amongst the foremost of British newspapers, and the very first in Illustrated journalism. For generations it has chronicled in its pages the social, scientific and artistic life of Britain and the Empire: to-day its influence is greater than ever. Suitable attention has been accorded to this Centenary on the radio and in the Press during the past few days

ANGLO-AMERICAN NAVAL CO-OPERATION

Admiral Stark and his Staff at the Admiralty

Admiral Stark, of the U.S. Navy, is the Commander of his country's Naval Forces in Europe : accompanied by Mr. J. G. Winant, U.S. Ambassador in London, and by members of the U.S. staff, he visited the Admiralty recently. It was an historic occasion, being the first gathering of its kind at the Admiralty since the days of Anglo-American co-operation in the last war. In the picture above are members of the U.S. and British Staffs, with Mr. Winston Churchill, Mr. Winant and Mr. A. V. Alexander at Admiralty House

In this picture are seen the following : *From left to right in the front row*—Captain C. A. Baker, U.S.N. ; Admiral of the Fleet Sir Dudley Pound, First Sea Lord ; Mr. J. G. Winant, U.S. Ambassador ; Mr. A. V. Alexander, First Lord of the Admiralty ; Admiral H. R. Stark, U.S.N., Commanding U.S. Naval Forces in Europe ; Mr. Winston Churchill ; Captain R. S. Wentworth, U.S.N., Chief of Staff ; and Captain H. A. Flanagan, U.S.N. *In the back row, from left to right, are*—Lieut.-Commander H. R. Harvey ; Rear-Admiral A. L. St. G. Lyster, Fifth Sea Lord ; Lord Bruntisfield ; Colonel Sir Eric Crankshawe ; Vice-Admiral Sir W. J. Whitworth, Second Sea Lord ; Commander Thompson ; Vice-Admiral Sir B. A. Fraser, Third Sea Lord ; Vice-Admiral E. L. King ; Vice-Admiral Sir J. H. Cunningham, Fourth Sea Lord ; Rear-Admiral H. B. Rawlings ; Admiral Sir Percy Noble ; Rear-Admiral R. R. McGrigor ; Captain T. A. Selberg, U.S.N. ; Rear-Admiral A. J. Power ; Sir Geoffrey Blake ; Commander E. N. Litch, U.S. Naval Air Attaché and Acting Naval Attaché ; Sir J. S. Barnes ; Captain R. A. Pilkington, Civil Lord ; Rear-Admiral A. M. Peters ; and Flag-Lieutenant A. C. Veasey, U.S.N.

EARL BALDWIN MAKES A RARE REAPPEARANCE IN LONDON : A few days ago, the former Premier returned to the capital to take the chair as President of Dr. Barnardo's Homes. The Annual Meeting was held at the Central Hall, Westminster, and Lord Baldwin delivered an address which lasted for ten minutes. For three periods, at critical moments in British history, Lord Baldwin held the office of Premier—in 1923-1924, 1924-1929, and 1935-1937 : he retired from active political life in 1937 when he accepted a peerage

A FORMER DANISH M.P. ESCAPES FROM DENMARK : Mr. Christmas Moller in London with Mr. Ernest Thurtle, M.P. (on left) : A Member of the Danish Parliament, Mr. Moller has just arrived in this country after escaping from Denmark with his wife and son. He was first elected in 1920 : he then became Chairman of the Conservative Party in 1928, but resigned in 1939 owing to Parliament's rejection of his proposals for the reform of the Constitution. He joined the Coalition Government as Minister of Commerce on April 10, 1940, and is thus without responsibility for the events leading to the Surrender on April 9. He was forced out of the Government by the Germans on October 3, 1940, and forced out of Parliament on January 10, 1941. At the same time he was compelled to give up all his political activities. Mr. Moller has been anti-Nazi for a very long time, and now that he has arrived in this country he hopes to be permitted to join the Free Danish movement here

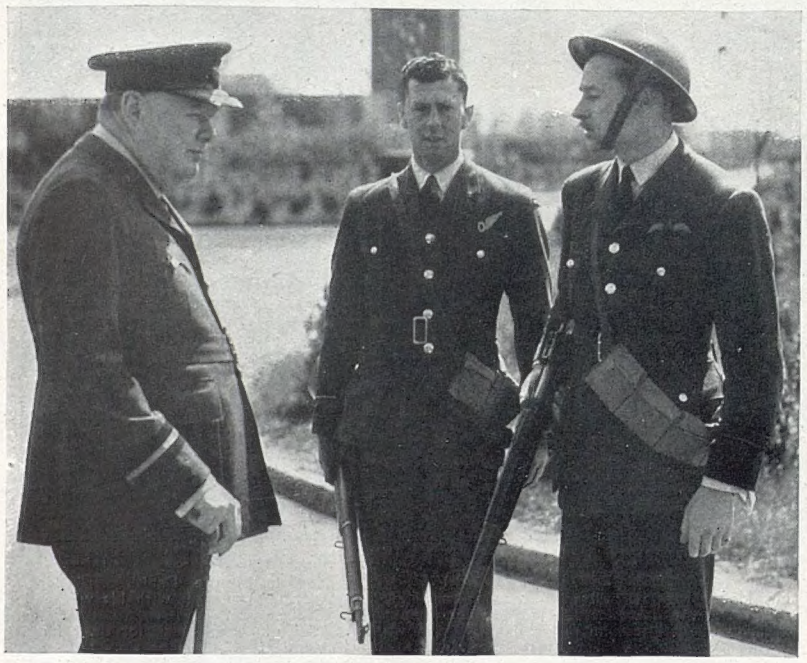
THE HOME GUARD'S SECOND BIRTHDAY: The Premier's Visit to the R.A.F.

THE HOME GUARD IS NOW TWO YEARS OLD: A conference at Headquarters held by Lord Bridgeman, Director-General, with his Staff, and attended by Staff Officers from various Home Guard Commands throughout the country

In this picture are seen the following officers and officials: from left to right facing the camera—Colonel G. F. Perkins, Lieut.-Colonel G. M. de Whatten, Major Lord Denham, Colonel J. Whitehead, Colonel A. J. H. Dove, Major-General Viscount Bridgeman, D.S.O., M.C., Colonel J. A Lonemore, Mr. F. G. Cotton (War Office Principal), Captain Hon. H. Douglas-Home, and Major Hon. D. V. Smith

AIR COMMODORE WINSTON CHURCHILL VISITS BOMBER STATIONS: The Prime Minister was accompanied a few days ago by Dr. H. V. Evatt (Australian Minister of External Affairs) and Mr. Attlee during a visit to Air Force stations whilst on a tour of the north-east. Mr. Churchill wore the uniform of an Air Commodore. In this picture, Air Vice-Marshal C. R. Carr is seen on the left, Dr. Evatt and Mr. Attlee on the right

ANOTHER JELLICOE DISTINGUISHES HIMSELF AT SEA: Twice within a month has Commander Jellicoe, nephew of the famous Admiral, had his ship sunk under him. On April 26 it was announced that the destroyer *Southwold* had been sunk: later, whilst in temporary command of another destroyer, *Jackal*, he had to abandon the ship, which was ablaze from stem to stern after one of the fiercest air onslaughts by the Nazis in the Mediterranean. Although wounded, Commander Jellicoe remained on the bridge directing operations and was the last man to leave the destroyer. Two other vessels, *Kipling* and *Lively*, were also lost in this action. Here the Commander is seen (on left) on the bridge of *Southwold* with Captain M. H. Jones, of a freighter which was set afire by Nazi bombers and whose crew were rescued by the destroyer



MR. CHURCHILL CONGRATULATES TWO R.A.F. OFFICERS: This Flight Lieutenant (captain of an aircraft) and his observer turned out speedily armed with rifles when an alarm was sounded at the aerodrome being inspected by the Prime Minister. It was supposed that enemy paratroops had landed. The two officers were congratulated by Mr. Churchill on their fine performance

THE COMMANDER OF THE N.F.S. AT FIRE-BLITZ HEADQUARTERS: This is one of the first pictures to be taken in the bombproof Fire Control Room from where the activities of the National Fire Service are controlled. From here dispositions were made to combat the fires during the "blitzes" in all parts of the country during the winter of 1940 and (since the formation of the unified N.F.S.) during the raids on Exeter, Bath, Norwich and York. In the picture are Commander A. N. G. Firebrace (on right), Chief of the N.F.S., with Senior Officer B. H. Forrester, Officer in Charge of the Control Room

The OPENING of the GERMAN OFFENSIVE AGAINST RUSSIA

The Attack on the Kerch Positions in the Extreme Eastern Tip of the Crimean Peninsula, Long Expected as the Prelude to the Enemy's Spring Offensive, which has Forced the Soviet to Withdraw to the Caucasian Mainland

WITH THE FALL OF THE FIRST, SECOND AND THIRD LINES OF DEFENCE ON THE KERCH PENINSULA, THE TOWN ITSELF BECAME UNTENABLE: At the beginning of the week the Soviet were withdrawing to the mainland under an air "umbrella" provided by Russian fighter aircraft based on the Caucasus—*Drawing by E. G. Lambert*

At the beginning of the present month there was evidence that the long-expected spring offensive was on the point of opening in the Crimean Peninsula, and more particularly at its easternmost tip, where the long extension of Kerch stretches towards the Caucasian mainland. A tentative Russian movement was made here at the very beginning of the month; but on the 8th the German Army launched a heavy massed attack on the Russian positions. The enemy concentrated a tremendous force of dive-bombers and trench mortars for this purpose; and on the first day forced their way along the Arabat coast: by the third day, the Russians were withdrawing to their inner lines of defence. The "Old Tartar Ditch," some fourteen miles from Kerch itself, was vigorously defended—Russian tactics being the "defence in depth" which modern warfare demands, and the Germans had to fight their way through canal fortifications and other prepared positions before reaching the environs of Kerch and the modern fortress which lies on the northern end of the semi-circular port. The Old Town is rock-perched, and the defenders' guns took a heavy toll of the attacker. At the end of last week, the Russians were contesting every inch along a line to the south of Kerch; but to the north the Germans had broken through. This breach in the defensive line caused the evacuation of part of the Kerch Peninsula by the Russians under cover of a strong air "umbrella" provided by fighter aircraft based on the Caucasian mainland. Meanwhile, far to the north, Marshal Timoshenko's surprise offensive at Kharkov had apparently caught the Germans off their guard. An attack here in strength had not been expected so soon. It is too early yet to say what effect this Russian offensive may have on the situation on Kerch, but the possibilities at the moment are very hopeful

THE LATEST PICTURES FROM THE RUSSIAN FRONT:

Where Our Soviet Allies are now Launching a Counter-Offensive in Reply to the German Thrust Towards Kerch

IN ONE ENGAGEMENT THIS RED ARMY BATTERY OF FIELD-ARTILLERY DESTROYED AN ENEMY OBSERVATION POST, an ammunition transport and a mine-thrower battery, and annihilated nearly two companies of German infantry. Here the men of the battery are listening to the details of their achievements as recounted by a Political Commissar attached to the Army

A RUSSIAN FIGHTER PILOT REPORTS ON THE SUCCESSFUL EXECUTION OF AN OPERATIONAL ASSIGNMENT: Facing him (from left to right) are Brigade Commander M. Gromov (Hero of the Soviet Union); the Commander of the Unit, Colonel A. Yumashev (Hero of the Soviet Union); and the Second in Command, Colonel G. Baidukov (Hero of the Soviet Union)—three of the ace pilots of the Red Air Force

ONE OF RUSSIA'S GREAT MILITARY COMMANDERS: General Zukhov, who played such a large part in the fighting around Moscow last winter. He is the Commander of a Russian Army and a Hero of the Soviet Union: with him is N. Bulganin, a Soviet civilian member of the Military Council of the Western Front

AFTER A STRUGGLE BETWEEN THE RED ARMY AND THE RETREATING GERMANS during the powerful winter offensive of the Soviet: the scene on the battlefield on the outskirts of the village of "R" after it had been wrested from the Nazis

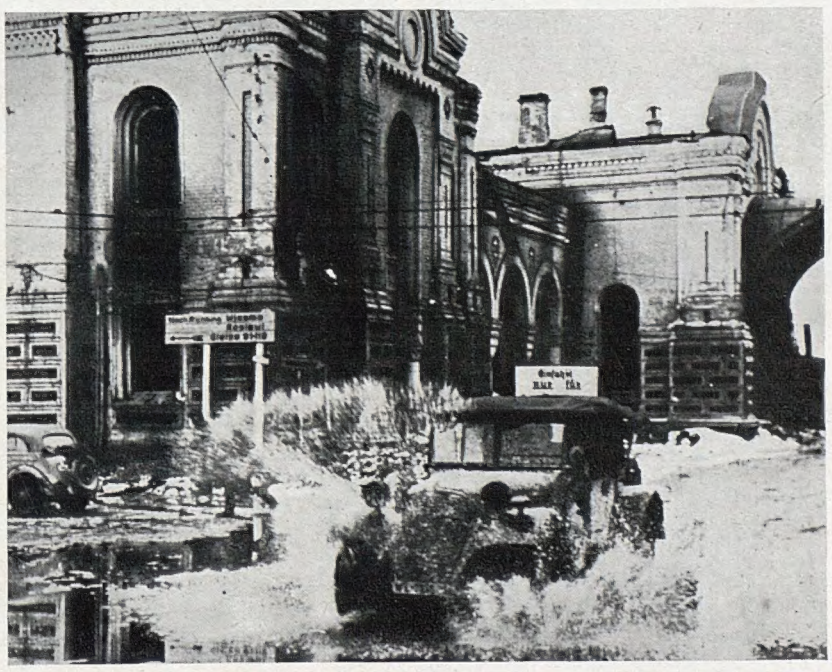
AFTER A NIGHT RAID BY SOVIET TROOPS, who dislodged the Germans from a railway siding, the enemy fled, leaving behind them their killed and wounded and abandoning the rolling-stock already prepared for evacuation. Note the serviceable tommy-gun in the hands of the white-hooded soldier on the right

RUSSIA MOVES HER FIRST-CLASS RESERVES UP TO THE FRONT TO THE SUPPORT OF THE RED ARMY: Two wirelessed pictures which show types of the men and equipment now being used against Germany. Both the numbers and the quality of the new Russian armies have drawn enthusiastic praise from the war correspondents at the front. On the left above are trench-mortar crews; on the right are riflemen with their new automatic rifles

BEFORE THE THAW: Artillery of the Red Army advancing to firing positions on ice-bound Lake Ilmen, in the Leningrad sector, drawn by tractors and sledges. It is now no longer possible to use the lake in this manner

THE COMING OF THE THAW: Using a sledge to transport supplies through the water-logged, mud-covered streets of a village behind the German lines. For some weeks, in certain sectors, communications will now be bad

CONCRETE BLOCKHOUSES being prepared for the use of German sentries who have obviously been "digging-in" on certain sectors in Russia: these blockhouses are sunk in the ground and then covered over with earth



IN THE STATION SQUARE IN SMOLENSK, German headquarters on the Russian front: A picture which illustrates the difficulties of transport once the snows and ice of winter disappear

HOW STALIN STANDS TOWARDS CHRISTIANITY

Religious Freedom Under the Soviets and "Freedom for Anti-Religious Propaganda"; the Concessions which have been Made Towards Religion in Russia Since the Frankly Anti-Church Attitude of the Founders of Present-day Communism

Described by FERDINAND TUOHY

VATICAN broadcasts in which the Nazis are branded as *the* enemy of Christianity; admissions by high ecclesiasts in Spain and Portugal that Communism can no longer rightfully be regarded with the same malediction as formerly; the receipt by the Pope of a personal letter from Stalin; the utterances of the new Archbishop of Canterbury and of the Bishop of Bradford: such are currents which may foretell a condition of greater mutual comprehension by States professing the Christian Faith and by the Union of Soviet and Socialist Republics.

It is unnecessary to dwell upon the controversy provoked by Dr. Temple's doctrine that payment of interest should not exceed the capital invested in a company, or by Dr. Blunt's opinion that the "system" of Capitalism has gone for ever, beyond noting that the main criticism of these high dignitaries seems to be that they should have entered the field of economics and finance at all. That they have done so may be regarded by some as indicative of a will to put Christianity more into action as distinct from leaving it too much a series of pious texts.

It is obvious that the all-out helping of one another, so conspicuously associated with the Soviet system as we have seen this in operation in the past year, cannot be ignored in any spiritual assessment affecting to-morrow, and it is no doubt on that account that more people than ever wish to know the exact position of the Soviet with respect to religion. I can give only under reserve the reported tenor of the Stalin letter to his Holiness.

"Written in his own hand and couched in quite different terms from the usual formal phrasing, the message was generally interpreted as an act of homage towards the Church. With deep respect, Stalin drew the Pope's attention to the distinction between liberty of conscience and religious freedom. The letter was handed to the Congregation of the Eastern Church for study, together with voluminous documentation drawn up by a third Power on the present religious situation in Russia."

But I am fortunate to be able to reproduce the views of Canon Widdrington, who is Hon. Secretary of the Russian Clergy Fund, in reply to the leading question: To what extent has the religious policy of the Soviet changed and does religious freedom now exist in Russia? I report:

"The answer is both 'Yes' and 'No.' In actual practice, as I shall show, there have been very considerable modifications of the disabilities under which the Orthodox Church laboured. On the other hand, members of the Communist Party must be atheists, and the legislation framed with the express purpose of crippling Christianity still remains on the Statute Book.

"In the old Tsarist Russia, religious toleration, as understood in most European countries, did not exist. Under the original Soviet Constitution it did. But in 1929 the Constitution was revised, and the article which ran 'Freedom for religion and freedom for anti-religion' was altered and now reads 'Freedom for religious cult: freedom for anti-religious propaganda.' The object of the revision was explained to be the restriction of the activity of the Church to the performance of the Liturgy, and the prohibition of all other activities. Other legislation was passed which aimed at reducing the Church's activities still further.

"The attempt to eradicate the Christian religion has failed, but the Orthodox Church has suffered severely in the process. Roughly speaking, this Church has lost one-half of its people, one-third of its parishes, three-quarters of its bishops, and nearly 90 per cent. of its clergy.

"Nevertheless, by 1937, the attempt to eradicate religion was acknowledged by the leader of the Union of the Militant Godless to be a failure. Said this functionary: 'Some console themselves with the thought that a great number of churches have been closed, which they think means that religion is finished. This is a profound mistake. The danger consists in the fact that after the church is closed the priest remains without a church, but surrounded by a mass of believers. He becomes a sort of travelling missionary. He goes from village to village, christening, marrying, saying Mass for the departed, giving communion.'

"The further admission was made in the same quarter that, in spite of the enormous membership of the Militant Godless and the incessant propaganda, one-third of the town populations and two-thirds of the countryside were still practising Christians. The leader of the Godless went on, however, to brand as a mischievous delusion the notion that all believers were enemies. 'Nothing of the sort! The majority of them are people who socially and even politically are close to us.'

A RUSSIAN CHURCH IN SEVASTOPOL IN THE CRIMEA, of typically Muscovite design, destroyed by the German guns: Many historical and famous churches, as well as secular buildings of great interest, have been destroyed and damaged by the guns of the Nazis all over Europe. It is recognised, however, that the Nazi ideology is a pagan one, and that the youth of present-day Germany is amongst the most irreligious of the whole Continent

"Stalin himself has declared that among the priests there are men who do not engage in any direct conflict with the Soviet Union and that it would be wrong to regard such men as enemies or counter-revolutionaries. The leader of the Godless declared on a later occasion that it was right that priests should have the franchise.

"These admissions account in a large measure for the remarkable changes in religious policy during the past few years. Stalin is no fanatic, but one of the greatest realists among European rulers. He has profited by experience, and has realised that the Russian people are incurably religious and, more, that Russian culture is inseparable from Orthodoxy. He has found himself reminded of the saying 'Religion is like a nail, and the harder you hit the deeper it goes into the wood.' So gradually he has embarked on a policy of conciliation. Without knowledge of what may have been figured in the reported letter to the Pope, the following represents as full a list as I can establish of the most notable concessions the Soviet has made towards Christianity:

1. The granting of the franchise to priests.
2. Relaxation of the Labour Discipline to enable the peasants to keep the Great Festivals.
3. The excision from school text-books of matter deliberately calculated to offend believers.
4. Abolition of the anti-religious tests for commissions in the Army and for Civil Service appointments.
5. The forbidding of blasphemous stage plays and films.
6. The abolition of the Bolshevik week of six days, which made it impossible for Christians to attend church more than one Sunday in five, and the re-establishment of the Christian week with Sunday as the universal rest day. (Edict of June 1940.)
7. The reopening of at least ten churches in Moscow, the most atheist of all Russian cities.
8. The restoration of the famous ikon of the Virgin of Iberia to its shrine in the Red Square; the shrine had been supplanted by a plaque inscribed with Marx's words: 'Religion is the opium of the people.'
9. The lenient religious policy following on the 1939 taking-over of Galicia from Catholic Poland.
10. The permission to the Polish troops, when fighting on the Russian front, to have the services of their own Roman Catholic chaplains.
11. The tacit understanding that Orthodox priests in the Army as conscripts shall be allowed to minister to the Orthodox soldiers.
12. Permission to manufacture and sell objects connected with religious worship: e.g., ikons, etc.
13. The removal of at least one notorious atheist from the broadcasting staff.
14. The closing-down of the Press of the Godless Union, which suggests an abandonment of the anti-religious drive, although the official ground for this action is given as shortage of paper.
15. The appointment of priests and professors from the seminaries in the Ukraine to chairs in Soviet universities.
16. The recognition of the 'role of religion' in the national effort.

"We are all of us filled with admiration for the heroic courage of the Russian armies," concluded Canon Widdrington. "We should have a kindred admiration for the Russian Christians who through many dark years have shown high courage. To-day the Church in Russia is one with the nation in its struggle against the invader. It may well be that, after the war, a new epoch in the history of the Orthodox Church, purified by suffering and strengthened by the return of the Church in exile, will see the beginning of the re-evangelisation of Russia."

Whether this last happens or not—and few are more entitled to an opinion than the Canon, who for well over a decade has been immersed in Russian Church aid in Britain and France—one cannot fail to be struck by the undercurrent of toleration exhibited in the Sixteen Points tabulated above. It might be a move in the right direction if certain categories of religious folk in Christian countries were to begin to display an analogous spirit towards the perhaps a trifle over-anathematised "atheistic" Soviet, more than one of whose manifestations in action strikingly recall the greatest days in the teaching of mankind.

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

The Shaftesbury Homes and "Arethusa" Training Ship

It is perhaps only in societies such as this long-established one, that the full extent of sadness in the lives of children is realised in these so-called enlightened times, and particularly is this brought to light in present war days, for not only does war rage in its literal sense, but "war" in the light of separation, and particularly desertion of parents, causing devastation in homes, the children being the principal sufferers. Recently an unusual number of applications have been received, and where possible, this Society has opened its doors to the little ones. Will you send a gift to help this, the Master's "Inasmuch" work? Address your gift to 164, Shaftesbury Avenue, London, W.C.2.

BEHIND the VEIL in OCCUPIED FRANCE

INSIDE A NAZI CONCENTRATION CAMP : Frenchmen file past after receiving food from their captors. Conditions are bad enough in France—what can they be like in the concentration camps ?

CONDEMNED TO IMPRISONMENT DURING THE GERMAN OCCUPATION, these French citizens must suffer in silence until the day of Liberation comes : Numerous French patriots are suffering imprisonment in concentration camps in France. Described by the Germans as "Communists or Jews," they are nearly all men who are alleged to have taken part in underground activities against their enemies, such as sabotage on railways, in factories, in anti-Nazi demonstrations, and the like. Daily out of France come reports of executions and arrests ; but daily, too, come reports of renewed acts of sabotage

IN GERMAN-OCCUPIED PARIS : "Le Marignan," a big French cinema which has been given over to the Army of Occupation and which shows programmes exclusively for Germans

IN PARIS : A car is stopped for questioning by German military policemen on duty in one of the main Boulevards of the French capital

Many reports of conditions in German-occupied France have reached this country : here is pictorial evidence of Paris under the Nazi heel. German police command the streets, the shops and the markets : the latter have little to offer, as all that the Nazis can lay their hands on is sent to Germany. A strict curfew has to be observed ; means of transport are inadequate ; and again and again there are reports of rioting

DALADIER'S SON VISITS HIS FATHER IN GAOL, where he is now awaiting the resumption of his trial at the Riom Court

Jean Daladier (the young Frenchman on the right) is the elder son of the former French Premier, who is now imprisoned at Riom awaiting the resumption of his trial. M. Daladier was arrested at Pétain's orders shortly after the fall of France. His son, Jean, has just paid a visit to his father at Riom accompanied by Dr. Pierre Maze, the ex-Premier's physician. M. Daladier is a widower, and has two sons—of whom Jean is the elder. The Riom Trial, it will be recalled, was to have fastened the guilt for the war on the French Government and people ; it proved such a boomerang, however, that shortly before Easter the Trial was suspended. It is now considered unlikely that it will ever be resumed. M. Daladier and his fellow prisoners are still being confined under stringent conditions

ENTERING RIOM GAOL with Dr. Pierre Maze, M. Daladier's physician

A BRITISH CRUISER SWINGS THROUGH THE STRAIT OF GIBRALTAR PAST THE TOWERING ROCK AND INTO THE MEDITERRANEAN: The time is late evening, when a low-lying raincloud swathes the summit in mist, a common sight at Gibraltar—*Drawing by Montague Dawson*

At one time, Gibraltar could have served as a base for the whole of the Mediterranean Fleet: its harbour has an extent of 260 acres and provides fine anchorages for vessels of the biggest class. To-day, few of the big units of the Fleet could shelter there for any length of time, owing to the possibility of attack from the air, despite the heavy anti-aircraft barrage which the defenders of the Rock could put up from their innumerable shore batteries. The cruiser in Mr. Dawson's drawing has just passed through the Strait separating Spain from North Africa and is leaving the Rock to port as she steams onward into the Mediterranean. The phenomenon of the low cloud wreathing the Rock in mist is a common sight in late evening: it provides one solution of the water-supply problem for the defenders, as owing to special catchment and storage schemes the garrison can always be sure of an adequacy even during a prolonged siege. The cruiser is of the Arethusa class: a vessel of 5,220 tons, she is armed with 6-in. guns and a number of smaller weapons. They are considered ideal for Mediterranean conditions—their tonnage is the minimum for ocean-going efficiency, and their armament adequate to deal with the convoy raiders they are likely to encounter. The *Arethusa* carries one aircraft aboard, launched by catapult: she cost £1,250,000 to build (which is about the average for the whole of this class)

ONE OF THE BIG COASTAL DEFENCE BATTERIES WHICH PROTECT THE STRAIT OF GIBRALTAR: This picture was taken early in 1940; it is more than likely that since that time this coastal battery, and others of the same type, have been given more adequate protection from aerial attack from above

On left—
The Gibraltar defences are divided into three zones: 1—the new defence area against land attacks from Spain; 2—the harbour areas, with the great anchorage and dock facilities and a great new seaplane base; and 3—the interior of the Rock itself, which has been developed fivefold since the war began, and makes Gibraltar impregnable both from the land and the sea. Gibraltar is reached along a narrow peninsula separating the Mediterranean from the harbour, along which concrete tank barriers extend for a mile; on each side of this route is a flat area 700 yards wide studded with giant pill-boxes, tank traps and A.-A. batteries. At the end of the mile is the first of two canals between the sea and the harbour, cut across the road and serving as great moats, and beyond these are the garrison gates and cantonments, the mined approaches to the docks, and the Mole. Inside the Rock itself are ten miles of tunnels, where 20,000 men can live indefinitely, honeycombed with gun emplacements, ammunition stores, etc.; the buried searchlights which can illumine land, sea or air for eight miles are described as the most powerful in the world

THE ISLAND OF CORREGIDOR WAS CALLED THE "GIBRALTAR OF THE EAST": There were, however, many points of dissemblance between these two strong positions. Corregidor guarded the entrance to Manila Bay: in addition to the main fortress-island, there were subsidiary islands, such as Fort Hughes and Fort Drum. But with the fall of Bataan and the whole of the landward approaches, the fall of Corregidor was only a matter of time, as it could not be relieved or reinforced, and the main defences were all open to attack from the air. *(See also notes below)*

THE "IMPREGNABLE" FORTRESS

Soon after the fall of Singapore and its great naval base, people began to ask if Gibraltar was really "impregnable" after all. With the fall of the island of Corregidor, these questions have been renewed. But—it has now been revealed in Washington that the majority of Corregidor's big guns were in the open and thus subject to easy attacks on the part of Japanese aircraft: they were not moved into concealed positions because of previous treaty agreements. Further, most of the garrison slept in the open; anti-aircraft guns—also in the open—were protected by sandbags only; the main hospital was above ground; a large number of the defending troops were suffering from sickness and wounds; food was very short; and the fortress was incapable of being reprovisioned.

But at Gibraltar, the position is different. In this unique defensive position, it has long been realised that no fighter screen is possible to aid in the defence, owing to the impossibility of take-off. Hence the terrific anti-aircraft barrage of which the Rock is capable. Furthermore, even if the flat lands surrounding Gibraltar, and its town and harbour as well, were to fall into enemy hands by assault, the main towering massif itself could still go on resisting, causing casualties too heavy to be borne by the enemy.

Water is certain, owing to the very wonderful catchment system inaugurated many years ago and improved since: the water is stored in underground tanks well out of harm's way. In the rock galleries, provisions and stores exist sufficient for the longest siege. At the worst, the defenders could remain in comparative comfort and security deep in the heart of the great Rock for a period of years if necessary!

***Below*—THE FALL OF CORREGIDOR HAS ONCE AGAIN RAISED THE QUESTION—"IS GIBRALTAR IMPREGNABLE?"** As indicated below, the Rock itself is probably impregnable, but the town and harbour are probably very vulnerable. (The weaker portions of Gibraltar are shown dark in the drawing below as opposed to the lighter-toned fortress itself.) *(See also notes above)*

MALTA

"George Cross" Island of an Heroic People, which has Already Endured Well Over 2,000 Bombing Attacks

LIEUT.-GENERAL SIR WILLIAM DOBBIE, Governor of Malta (on left), the man who inspired the heroic defence of the island; and LADY DOBBIE after their return to England

IT is difficult for us who knew Malta in its light-hearted days to picture it in its new rôle of a beleaguered fortress, at present the most bombed in the world. Pre-war Malta, for all its consciousness of surrounding unease (in 1933 trenches dug along the front for gas-pipes were reported to be fortifications against the Italians), was a cheerful land of sunshine, its people lazily industrious, their only aim seemingly to make life easy for themselves and those they served.

Living was cheap—there was not even a charge for telephone calls!—and food for the body and the eye and the mind was plentiful on every side. Beautiful old buildings, a charming countryside and all the modern amenities of a British garrison town were to be had for the grasping.

GENERAL LORD GORT, V.C., hitherto Governor and Commander-in-Chief of Gibraltar, who has just taken over General Dobbie's post at Malta

Now the Union Club, famous in those days for its "Snake Pit" of female members, and for its chicken omelette, anchovy toast and chocolate cake, is the rendezvous of grimly-determined, uniformed men, some in from the sea for the briefest of spells. The gay shopping-centre of Strada Reale is, we hear, an obstacle race of piled stones. The incomparable Valetta Palace, for so many decades the scene of gay uniforms and frocks during countless Governor's Balls, has, alas, had its matchless spiral staircase destroyed. (It is to be hoped that the famous Armoury, so

SALVAGING FURNITURE FROM BOMBED HOUSES IN VALETTA: Each night the inhabitants sleep in air-raid shelters, returning in the morning to view the damage

A CROWD IN A VALETTA STREET WATCHING AN AERIAL BATTLE OVER THE TOWN. Even when danger threatens they still insist on cheering the R.A.F. defenders of Malta

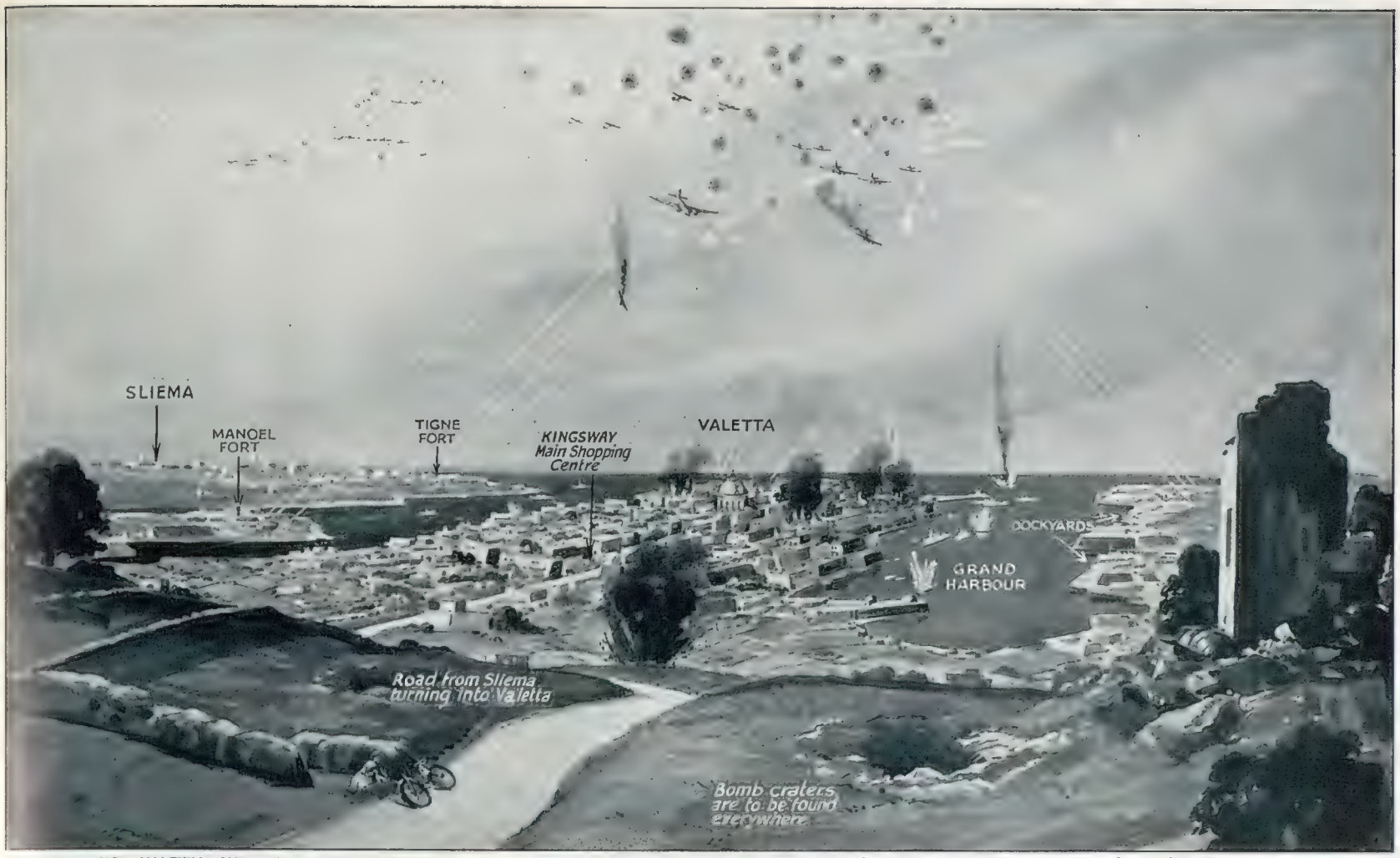
useful, in the old days as a tour of inspection between dances, is still safe!)

The sun-warmed rocks of Tigné Bathing Club, which furnished in happier times the best bathing in the world, must be deserted now. Even the charming neighbouring island of Gozo, whence a native sailing-boat would take one, for a consideration, to bathe at Comino—a tiny islet cove of ash-blond sand and clear turquoise water—has been the scene of the destruction of a night bomber.

The view from the Barracca is very different to-day. There are no idle crowds watching passenger-liners arriving and departing

THE POLICE IN MALTA WEAR BATTLEDRESS AND STEEL HELMETS: Here a party of them are helping to clear away air-raid debris

A VIEW ACROSS THE ISLAND DURING AN AIR RAID: Valetta, the capital, lies away to the right in the background. Bombs are bursting in the centre of the picture, as German aircraft bomb the island. Note the walled farmsteads dotting the plain. Malta was originally barren rock: every ounce of soil on it was imported! Despite this, vegetation and flowers riot on every hand during the appropriate seasons. The rock foundations have allowed wonderful air-raid shelters to be hewn out



AIR RAID OVER VALETTA AND THE GRAND HARBOUR: Up to General Dobbie's return a few days ago, Malta had suffered 2,300 air raids. His plane actually left whilst the 2,300th was in progress! This drawing depicts the location of some of the principal spots in and around Valetta, where some 50 per cent. of the buildings have now been affected by enemy air assaults!—*Drawing by E. G. Lambert*

...th unhurried precision; or sailing-yachts skilfully ...reading their way through the peacetime move-...ments of warships. The ubiquitous Maltese crowd ... been dispersed by the ever-present danger of ...ath and destruction.

But no danger will stop the crowds gathering ...gain on the top of the Barracca when the news ...es round that a convoy is coming in. The Maltese ...ivilians have a very real conception of what it has ...eant to those ships to fight their way through the ...icilian Channel to bring much-needed supplies to ...this very far from self-supporting island.

It is not always realised that, although the native ...Maltese cultivate their land down to the last square ...h and produce a wonderfully fertile appearance, ... island was originally a barren rock and every ...nce of soil was imported—a poignant reminder of the days when shipping had time and space to spare.

It is this rock foundation which has been part of Malta's salvation to-day. The caves hewn by the Knights of St. John for their slaves and supplies provide the best shelters in the world, and this alone must make a tremendous difference to the morale of the people.

There used to be enormous granaries underneath the main square in Valetta, where one could watch the grain being poured through holes in the rocky pavement in an apparently never-ending stream. The whole place is designed to withstand siege, though a siege by air could scarcely have been visualised. Even so, the nature of the island stands it in good stead, for the houses, new and old, are built of stone without mortar and are not receptive to incendiaries. So in Malta life goes on and we are cheered to read of marriages being celebrated "between the raids" at St. Paul's Cathedral in Valetta, mercifully still standing.

The Maltese are a deeply-religious people and must have suffered particularly from the indiscriminate bombing of their beloved churches and cathedrals. But it seems as though their faith has but been strengthened. Their pious prayers while under fire are only equalled by their patience and industry at other times. They have always earned their living by looking after the visiting population and cultivating their land. This they still do, if in a pathetically frugal manner. But they attend as faithfully as ever to the needs of the present garrison, more grim than gay, sent to help them defend their homeland.

THE APPROACH TO VALETTA FROM SLIEMA, where some of the British officers and their wives continue to live four miles out of the city. The red clover and orange blossom are now in bloom all over the island where the ground is not battle-scarred. Life goes on, and shopping expeditions in Valetta still continue during intervals in the bombing—*Drawing by E. G. Lambert*

THE FIGHTING RETREAT THROUGH BURMA: BRITISH OFFICERS ESTABLISH TEMPORARY HEADQUARTERS deeply hidden in a grove of mangoes, jackfruit and palm-trees during the northward retirement through Central Burma—*Drawing by Roland Davies*

When Mr. Jack Belden (the war correspondent who was present at the sanguinary battle for Yenangyaung), was also present at this scene, the fate of a large body of General Alexander's forces was in doubt. All sorts of rumours were going about; and the Armoured Brigade was reported to have gone "hog wild" and to be chasing Japs through the villages and jungle! "Late in the afternoon we pulled into headquarters," said Mr. Belden. "These were deeply hidden in a grove of mangoes, jackfruit and palm-trees. Burmese soldiers, wearing wide sombreros, and Indian in turbans were digging air-raid trenches and carrying orders to and fro. Officers were sittin on folding chairs before collapsible tables set in tangled, green undergrowth. It was rather lik a Hollywood jungle scene, and I was surprised to find in this primitive setting small, luxurious accoutrements such as folding bulletin-boards, blackboards, and portable radios. . . ."

WHY WE LOST IN BURMA

A Review of the Campaign; with a Record of some of our Handicaps, Deficiencies and Mistakes, Analysed by DONALD COWIE

With a Series of Special Sphere *Drawings of Incidents which Occurred During the Heavy Fighting and Constant Retreats*

WHEN the Japanese began their invasion of Burma last December the defenders of the 1,600-miles frontier consisted of only two divisions, some 30,000 men, or about 18 to a mile. These troops were diluted, which is to say they were part Burman and part British. The huge frontier they had to defend, stretching from China to Malaya, could be attacked by the Japanese at any chosen point, and at no place was it equipped with formidable fortifications. It was hoped, desperately, that the wild, mountainous and often trackless nature of the border country would provide its own defence; but the Command must have known that the ultimate fate of Burma, like so much else, depended on Singapore.

The naval weakness and military unpreparedness that betrayed Singapore was therefore the undoing of Burma, for every available man and machine was sent to Malaya and Burma correspondingly starved. Light frontier forces could only fight delaying actions in face of the first Japanese thrusts into Tennaserim and down the Kawkareik Pass from Siam towards Moulmein: a single brigade and a battalion disputed the pass and the lower bridgeheads against a full Japanese division which had heavy air support. At this time Burma's air defence depended mainly on the American Volunteer Group, which, however gallant, was always small and often unco-ordinated with the ground forces. Then Singapore fell.

The effect was immediately to release for the Burma front overwhelming Japanese forces, exact numbers unknown yet, but estimated up to 200,000 with corresponding numbers of tanks, vehicles, guns and aircraft. Ships could transport some of these round to the Burma coast, which the British Command had doubtless thought would never be endangered. Simultaneously, the defenders of Burma were reinforced—with one or two British battalions and some units of the Royal Armoured Corps, while a few aircraft were flown from India. Lieut.-General Alexander took command, under General Wavell. Now strategy had to be revised in the light of what had become an overwhelming Japanese attack in many thrusts straight across from Siam, and, thanks to the Burma Road, a fundamentally bad strategy had to be adopted.

Burma was originally regarded as an outer bastion of India, not of China. If it had not been for the necessity of guarding the Burma Road the British forces could have attempted either or both of two courses: (1) to concentrate in Rangoon and make it a Tobruk; (2) to concentrate in the province of Arakan, which would have enabled them to delay for a long time any Japanese thrust towards India (Arakan being cut from the rest of Burma by a defensible chain of mountains). But as it was, they had to maintain the link with China at all costs. The effect was a strategical disaster, because the troops had to retreat *away* from their only established line of communication with their base in India.

But the decision had to be taken, and, as such, was not a blunder but a very gallant proceeding. The only criticism can be that even at this juncture the Command, and the Government at home, and the Chinese Command, may have continued to underestimate the strength and efficiency of the invader. But it is impossible not to be really critical of some aspects of the preliminary handling of the retreat, notably around Rangoon.

This divides into two parts, tactical and administrative. Tactically it might have been a mistake not to make the most of Rangoon as a potential fortress, which, like Madrid, Tobruk and many Russian cities, might have proved a thorn in the flesh of the Japanese for some time.

The administrative blunder was in ordering the surprise evacuation of the civil population of Rangoon within forty-eight hours on February 20 after the population had not been prepared either for such a disaster or for bombing, and after optimistic statements had been continually made about resisting to the last.

Yet the extraordinary feature of the campaign is that, with typical British phlegm, the defenders proceeded to put up their best fight from now on. Everyone thought Burma would be finished in three weeks after Rangoon. Two months have elapsed since then and our forces are still fighting in north-west Burma after a rearguard action of remarkable tenacity under appalling conditions of strain. The British tactics have been uniformly correct since Rangoon, and, had it not been for the Japanese thrust through the Shan States to Lashio, a "line" might well have been consolidated across the rivers below Mandalay before the rains brought blessed respite and time to receive British, Chinese, Indian and air reinforcements, perhaps help from Admiral Somerville's American-augmented fleet at sea while the Japanese Navy was being shaken elsewhere.

But that Japanese thrust through the Shan States was irresistible, a masterly manœuvre though one that had been expected—and foreshadowed in this journal—all along. It caught the defenders of Burma napping, in that they were fighting at the time fiercely and quite successfully miles down country on the two main river sectors of the Sittang and the Irrawaddy. There was also fighting up the Salween, further to the east and nearer the Shan region, but it was not regarded as the vital sector. It is difficult to escape the conclusion that a mistake was made here, in that the Chinese (under the immediate command of the American General Stillwell, but sent to their position by General Alexander as Commander-in-Chief) should not have been brought so far south, but should have been used to defend the railway from Mandalay to Lashio and to attack on a considerable scale through the Shan States themselves.

However, there may have been overriding factors. As explained before in these pages, the Chinese are fine soldiers, but are still handicapped by lack of equipment. The Japanese column which came out of the Shan hills was an armoured one. British disabilities included ever-dwindling and rarely reinforced air support, fatigue and fever after two months of continuous fighting without rest periods, the psychological disadvantage of knowing the fight was a forlorn hope and escape would be difficult over the mountains to Assam, while all heavy equipment would have to be abandoned, and the attitude of the local population. This last handicap deserves special attention from administrators of other native territories likely to be involved in the war. Thus a correspondent wrote of the battle round the Yenangyaung oilfields:

"We were surrounded by an ever-tightening ring of Japanese soldiers, by Burmese traitors pounding

BRITISH GUNS OPEN UP DURING THE BURMESE JUNGLE FIGHTING: FROM AN OBSERVATION POST, an Irish major directs the artillery bombardment of a village where the Japs were ensconced 2,000 yards away—*Drawing by E. Byatt*

Under a huge banyan tree, an artillery Observation Post had been set up under the command of a major from Dublin. Before the Post, the ground rolled gently away in undulating sand-dunes. Further on were bits of scrub and cactus, and beyond that vegetation grew a little thicker until one reached a grove of trees. In that grove was a village, and in the village were the Japs—2,000 yards away—clear as day, moving around in white undershirts, some naked to the waist. The Major picked up a telephone: in a few moments there was a dull roar. Through binoculars the observers could see figures, bent over low, running from the flames of the now-burning village into another sector of the tree groves. Grimly, the guns were shifted on to a new sector, and once more the figures started running. The village began smoking furiously. . . . The Japs did not have it *all* their own way during the heavy fighting in Burma!

HURRIED SLIP TRENCHES USED AS PROTECTION AGAINST AIR ATTACK: WARNED BY A BELL, everyone above ground dived for cover whenever warning was given by this means that an air attack was imminent—*Drawing by Roland Davies*

The weight of the Jap air attacks was never minimised by our Higher Command in Burma: towards the end it became overwhelming, and was the cause of much of our trouble. At some places, where British troops made determined attempts to stem the enemy's advance, slip trenches were dug as cover from machine-gun fire by low-flying aircraft: as soon as an attack appeared imminent, a bell would ring through the groves of trees, and everyone would scramble for shelter! This incident was witnessed by Mr. Jack Belden. "The Commander," he wrote, "tried to offer me his steel helmet with one hand, while urging his cocker spaniel into the trench with the other. 'Everyone down! Everyone down!', called the Commander"

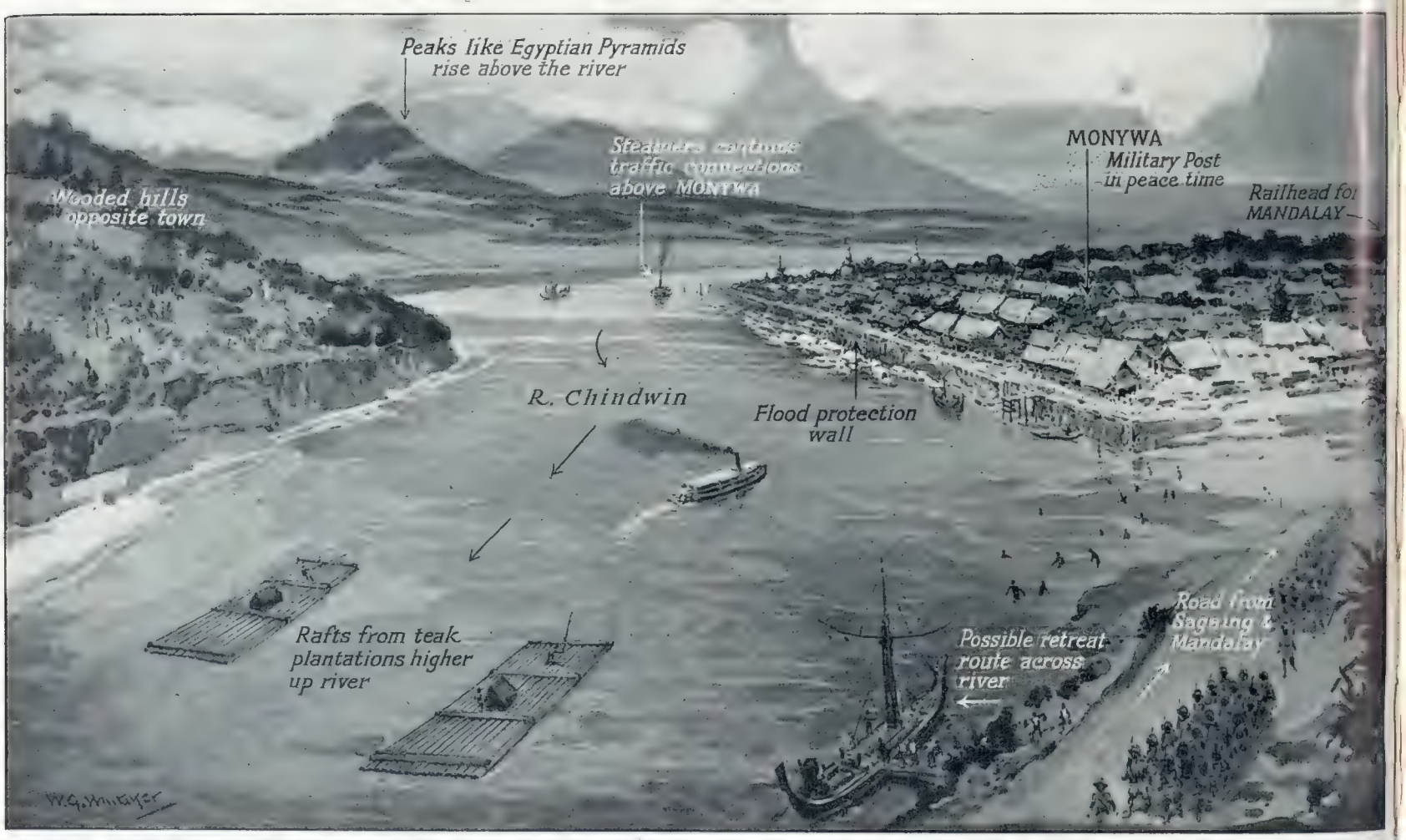
us with mortars and machine-gun fire and sniping at us from innumerable crevices in ravines and nullahs, seeking to crack our morale by shrieking and howling at us in the dark from hidden recesses."

That sort of thing must have been difficult to endure. It has been estimated that 30 per cent. of the Burmese population took the side of the invaders, if only by acting as guides.

Probably another stricture, when the facts come out, will be concerned with the refugee problem. Some 500,000 unfortunates have reached India to date from Burma, and certain officials on the spot handled them very well. But the great processions on the roads and tracks and in the coastal boats must hugely have impeded the men fighting with their tired backs to the wall.

Perhaps, however, detailed recriminations such as these only serve to obscure the most important one, which is that Burma need never have been lost if only the people and the leaders of Britain, in the period between the wars, had provided the Navy, the Army and the Royal Air Force with the money for which they so often asked in vain in the past.

THE RETREAT OF THE BRITISH TROOPS FROM MANDALAY TOWARDS MONYWA, ON THE CHINDWIN RIVER—After crossing the broad Irrawaddy, the combined British columns (20,000 men) marched with the armoured units along the road to Monywa through a hot, rice-growing country, open in contrast to the jungle on the further side of the Chindwin, which lay on the columns' left flank. Scattered villages, with their monasteries and pagodas (thronged with yellow-robed, Fifth Columnist priests) lined the road—*Drawing by Roland Davies*



THE TOWN OF MONYWA, ON THE CHINDWIN RIVER : British and Indian troops have been pouring into this town, and thence have been moving towards possible routes over the frontier barrier into India. Monywa is protected by a flood wall, making it look almost like a Dutch village—*Drawing by W. G. Whitaker*

Monywa, during the retreat, became a town of first-class importance for 20,000 British troops, many of whom had probably never heard of its existence previously ! Before the present war, it was a pleasing little town of 7,000 souls, commanding views of no little beauty. Protected by an embankment, behind which it lay like a fortress behind a wall, a military air pervaded the town : it boasted a small social club, at which the little British colony met each evening. Before its embankment was built, Monywa was a plaything of the floods : and to-day it still depends on the Chindwin and Irrawaddy Rivers for its supplies and for its communications with the rest of Burma. From this point to Sittaung in the north, river-steamers provided the sole link : the task confronting the British High Command to-day is to find a way out from Monywa, *by land*, to India !

The Campaign in Burma

The RETREAT from MANDALAY

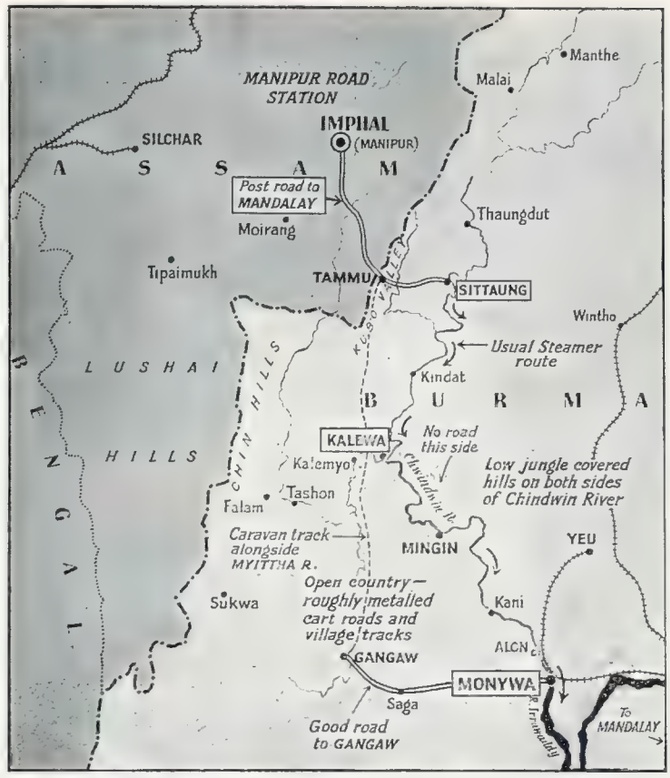
And How it was Carried Out by the British Forces

—Special Sphere drawings

WHEN the British forces on the River Irrawaddy and in the Meiktila valley retired in front of heavy Japanese pressure by superior forces, it was necessary to carry out a rapid movement northwards towards the Mandalay area, and then, almost without pause, on to Monywa. A little south of Mandalay is the Ava Bridge; over this the combined forces moved—the first being about 9,000 strong, and the second numbering about 11,000.

The 20,000 men moved towards Monywa in good order. This town lies on the right bank of the Chindwin River, a good road connecting it with Mandalay. The pursuing Japs do not appear to have attempted to cross the river by the bridge, two sections of which had been blown up; but sporadic attempts at bombing from the air were reported.

As our men moved back from Mandalay, there was only a small amount of actual fighting, and it would appear as if the Japs were not able to press home with a good strong attack. The fighting in the town of Monywa itself may have been with traitorous Burmese elements alone. The yellow-clad Burmese priests, some of whom are seen in Mr. Davies's drawing on the left, still have considerable political influence with townsfolk and villagers. The area through which this retreat was carried out is extremely hot and oppressive before the coming of the rains late in the month of May. Arrived at Monywa, the next problem before the High Command was to select the best route into India. It is doubtful, however, if any existing route will provide suitable going for the heavy armoured vehicles accompanying the foot-soldiers.

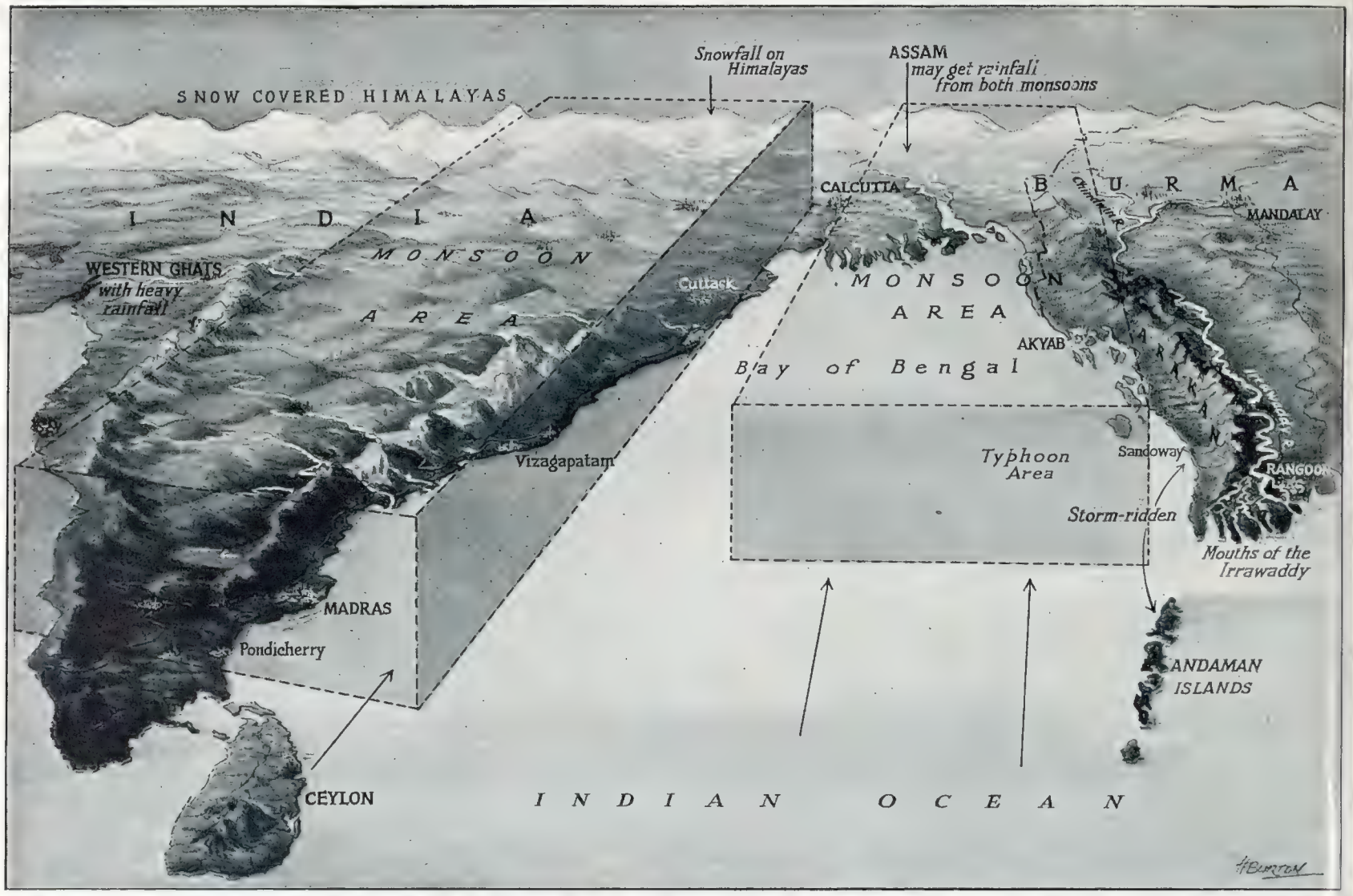


CAN THE BRITISH FORCES IN BURMA GET OUT BY ROAD? To reach the Indian side of the Burmese frontier, it seems as if our men must first get to Sittaung; thence there is a good Post Road to Imphal, in Manipur. It would also appear as if a rough route of some sort exists between Monywa and Saga, and then on to Tammu in the general direction marked on this map

THE BURMESE VILLAGERS LEARN TO TAKE COVER IN THEIR PAGODAS when their villages and homes (which are both highly inflammable) are attacked by Japanese bombers dropping incendiary and high explosive shell from the air—*Drawing by W. G. Whitaker*

The Japanese have been quite ruthless in their attacks on the civilian population of Burma. The smaller towns and villages have been easily fired, for a few sparks from an incendiary bomb can set alight the dry timber and thatch of which most are constructed. Under attack from the air, villages have quickly blazed from end to end, the slight structures being entirely burnt up. At first the population scarcely realised the necessity for taking adequate cover, but later on they would run for any shelter trenches or walls which happened to be near. In most cases, the only solid structures in the villages of Central Burma are the pagodas, of which there are an astonishing number dotted over the whole countryside. As the result of bitter experience, the villagers have learnt the meaning of cover, and now rapidly seek the protection of the many brick-and-plaster pagodas

The CAMPAIGN in BURMA *(continued)*—The Importance of the Monsoon



THE MONSOON ARRIVES OVER THE BAY OF BENGAL AREA TOWARDS THE END OF MAY: It is not unlikely that this will prove an event of first-class importance in connection with further Japanese movements towards Assam and India (see notes below)—*Drawing by H. P. Burton*

AIR MARSHAL MONSOON—A New Strategist in the Japanese War in the Bay of Bengal

THERE are two main sets of monsoons, although the range is diversified by several subsidiary currents. Blowing roughly from May to October in a north-easterly direction are those north of the Equator; blowing approximately from October to March in a south-westerly direction are those south of the Line. How are the war zones affected?

India's main monsoon arrives this month, a great draught of moisture-laden winds from the Indian Ocean in the south-west. Attracted by the heat of the land after the summer, it roars across the peninsula. But its progress is modified by certain factors, one the Ghat Mountains, and two, the extent of recent snowfalls upon the great Himalayan system of the north. The Ghats force the monsoon to deposit a large part of its moisture on the Indian west coast, so that Ceylon and Madras do not receive the full blast. The extent of the Himalayan snowfalls decides whether or not Assam and the approaches to north-west Burma shall receive a record downfall. If the snow has been heavy, then the monsoon will be weakened in those areas.

Subsidiary to the main current, however, is another that sweeps up the Bay of Bengal past the Andaman Islands to Bengal and southern Assam, alongside the Arakan coast and the southern provinces of Burma. Altogether that unfortunate Assam sometimes gets an annual rainfall of 500 inches as a result of these circumstances; a record fall has been over 800 inches. Both the Andamans and the Arakan coast are storm-ridden, with typhoons always lurking on the horizon. The hundredfold streams of the great Ganges Delta are merged into a muddy, dangerous flood. Malaria re-emerges in southern Burma, and rivers such as the Chindwin, flowing from the north-west of that country, often swell to such an extent that they become impassable. But it is unusual for the monsoon to affect the riverain tracts of Upper Burma, which lie high and dry, subject to drought, and capable only of producing such crops as millet, oil seeds and cotton.

Superficially, therefore, the Japanese would be unwise to attempt an invasion of India by way of Arakan and Bengal until September at least. It is certainly true that the Ganges Delta in flood might be easier for an amphibian army to negotiate than the same feature in the drier, muddy state of the season after September. But the typhoons would make it difficult to transport a continuous flow of men up the Arakan coast or across the Bay of Bengal, and the Japanese do not like other effects of the continuous wet weather, such as the malaria which might seriously affect their man-power. Similarly, the invaders of Burma might be dissuaded by the imminent arrival of the monsoon from proceeding across the dividing range into north-eastern Assam.

But the weather over Ceylon, Madras and Upper Burma will not hinder campaigning for a long time yet, while our own forces, both in western India, Bengal and Assam, will be hindered by the monsoon over their regions from launching strong counter-attacks.

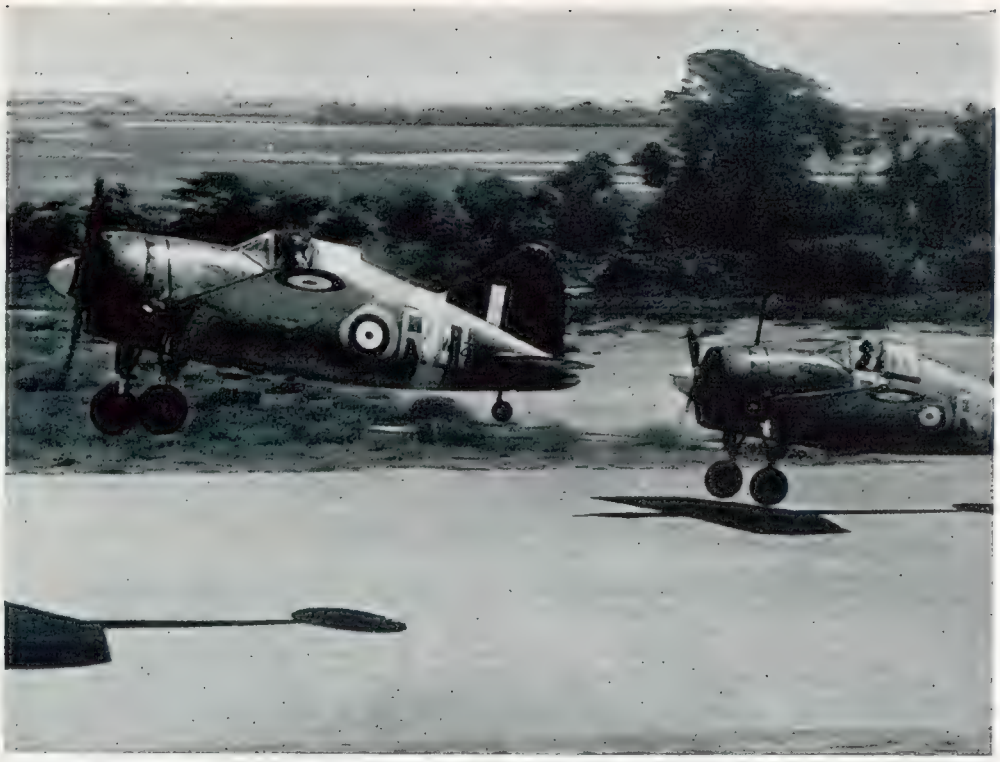
Looking at the other monsoon area, it will be seen why the Japanese were in such a hurry to complete their conquests of the Philippines, Malaya and the Dutch East Indies, and why they held fire for some time in New Guinea and the region of northern Australia. The Philippines, Malaya, and most of the Dutch East Indies are north of the Equator, so the monsoon, like India's, is just beginning there. Campaigning would have been difficult if not completed by now. But New Guinea and north Australia finished their monsoon period only recently. It was the tail end of those rains that swamped out the Japanese in the Markham Valley of New Guinea. Henceforward, till October roughly, all that area enjoys fine, dry weather. The inference should be plain.

But at least it is an inference which can be drawn by the forces of the United Nations as well as the Japanese. Perhaps the weather is just right now for the invasion of Australia, but it is also most suitable for General MacArthur's counter-offensive—so long as he does not propose to go much farther north than New Guinea and New Britain till the end of this summer.

—D. C.

ONE OF THE ORIENTAL CUSTOMS OF THE JAPANESE: This picture comes from Burma, and has a special interest as showing a practice universally observed by the ordinary soldier of the Japanese Army. The men above are crossing a Burmese river: in addition to their rifles and equipment each carries the ashes of a dead comrade slung from his neck in a special wooden box obviously made for the purpose. It is the custom of the Japanese to cremate their dead, and either carry the ashes with them to the end of the battle or send them back to a holy shrine in Japan. The indifference to death of the Jap soldiery has been commented on by many observers of the campaign in Malaya and Burma

THE MAN WHO COMMANDED THE R.A.F. IN BURMA: Air Vice-Marshal D. F. Stevenson, C.B.E., D.S.O., M.C., forty-seven years of age, who joined the R.F.C. from the Cavalry in 1916. At the end of the last war he was in command of the 5th Squadron of the Army of the Rhine: later, he went out to Mosul; and still later saw service in Palestine and Transjordan. After a spell at the Air Ministry as Director of Home Operations in 1939, Air Vice-Marshal Stevenson became A.O.C of No. 2 Group of Bomber Command in 1941. He was Air A.D.C. to the King from 1939 to 1940



AMERICAN-BUILT BUFFALO FIGHTERS OF THE R.A.F. taking off from a new aerodrome in Burma for daylight operations over the Japanese positions

A PILOT OF THE AMERICAN VOLUNTEER GROUP after a dog-fight with the Japs (see notes on right)

The R.A.F. in Burma, as in Singapore and Malaya generally, fought under conditions of great difficulty. Owing to the rapidity of the Japanese advance (and to the extraordinary amount of treachery by the Burmese), it was not possible to go on operating from airfields which might fall at any moment into enemy hands. Consequently, the R.A.F. was eventually withdrawn, leaving attack and defence by air in the hands of the A.V.G., or American Volunteer Group.

This body consisted of American pilots, all of whom had volunteered for service with the Chinese armies. Their pay was high, but the risks they took were proportionately great. Under the command of Colonel Clare Chennault, the Group took on the Japs wherever they showed themselves. Colonel Chennault has now been recalled to America, for service in the U.S. Army; but the pilots of the Group are still continuing in the Chinese service. Many of them are flying Buffaloes, built in the United States; others are operating Tomahawks, also American-built.

The picture on the left was taken during the Burma campaign after a dog-fight in which Pilot Matthew W. Kuykendall took part. He was turning in to the attack of two Japs flying below him when a stream of machine-gun bullets entered the cockpit. One bullet tore off his helmet and goggles, grazed his forehead and blinded him with blood; another cut through his leg; and others shattered his instrument panel. Nevertheless, he brought his battle-scarred Tomahawk back to a perfect landing: here Kuykendall is seen just after his emergence from having his wounds dressed

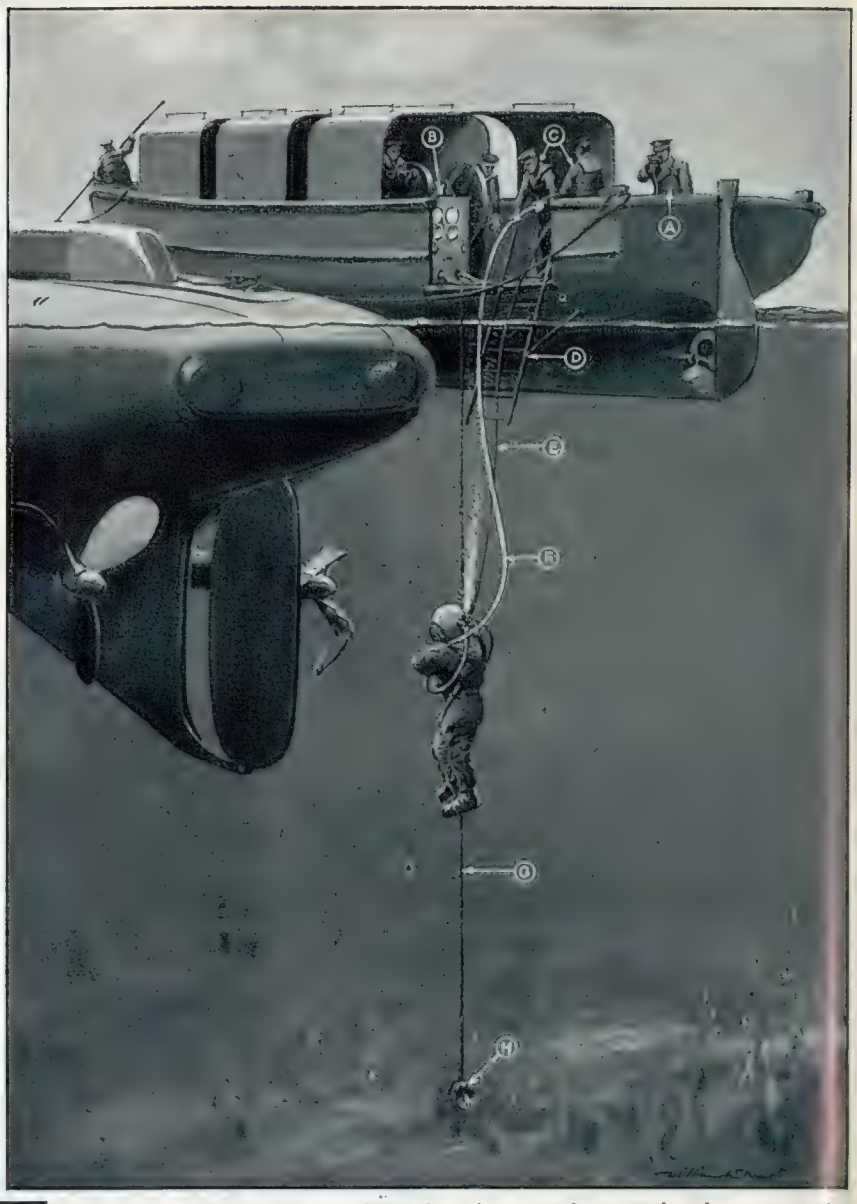
TWO SCENES ON THE NOW-SEVERED BURMA ROAD: The upper picture shows how U.S. aircraft were carried in sections on lorries into China along the Burma Road. Before the latter was cut by the rapid Jap advance, the Chinese were rebuilding their Air Force by supplies brought in by this means. The lower picture shows an overturned lorry along the route, as a fresh convoy drives past. Scenes like these were frequent so long as the Road was open. But with the Japs in command at vital points, a new supply route into China will now have to be found

FORTY THOUSAND INDIANS WERE EVACUATED FROM THE RANGOON AREA BY SEA: The Indian Navy organised the whole evacuation scheme and covered the sea operations—*Drawing by R. W. Jobson*

Whilst under constant threat from enemy bombers, the 40,000 refugees from the Rangoon area were transported to safety under cover of the Royal Indian Navy—a work in which H.M.S. *Selama* played a considerable part. This vessel was attacked by three formations of enemy dive-bombers and fighters: two were hit and one is believed to have been brought down by *Selama's* anti-aircraft fire: the ship evaded repeated attacks

"BLOWING UP THE DIVER," or what happens if too much air is pumped into the diving-suit whilst the man is down below. As a result of the increased buoyancy, the diver is literally shot up to the surface!

Below—**A DIVER ON THE SEA BOTTOM INVESTIGATING DAMAGE TO A SUNKEN DESTROYER:** The sunken ship having been located, a diver is sent down to make a preliminary survey and report the position of the vessel, the extent of the damage, the way she is lying, etc. He has an electric lamp, fixed at his breast-plate (to leave his hands free) and supplied from a battery which is carried on his back and acts as weight in place of the ordinary back weight. At any considerable depth, however, and particularly on a dull day or in muddy water, the range of the light is a few feet only; the diver then has literally to grope his way, or even use a compass! Note the shoals of tiny fish, attracted by the diver's light and coming up to carry out an inspection.



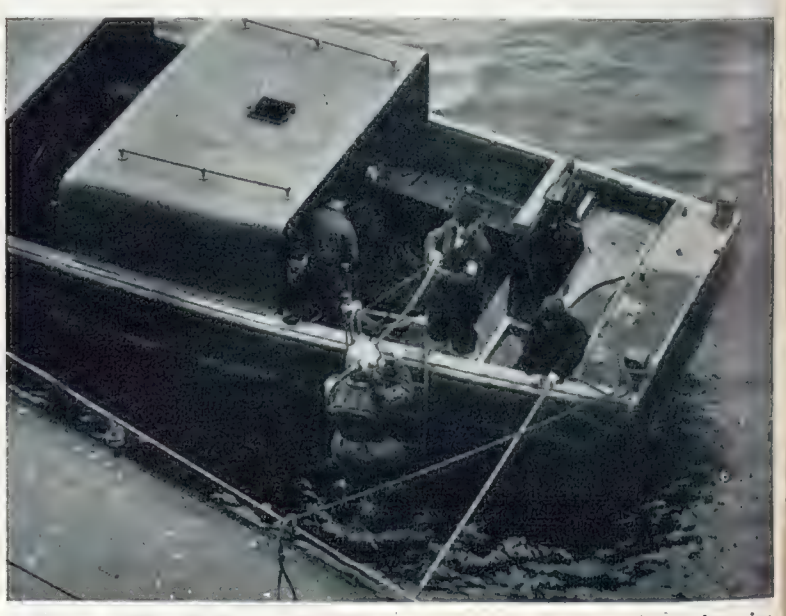
A DIVER OF THE ROYAL NAVY going down to inspect the damage to the propeller of a submarine in shallow water (*See notes in box at top of next page*)

THE WORK OF THE NAVAL DIVERS

—Described and illustrated by Wm. McDowell

DEEP diving (so called to distinguish it from diving in aquatic sport) has been attempted for many centuries. Aristotle, in the fourth century B.C., refers to divers, employed in warfare, who used a tube held in the mouth with the upper end supported on a float; he also speaks of an apparatus which is obviously some form of diving-bell. Kylser, a German author, in 1405 described a diving dress of leather, with a metal helmet having two glass windows and supplied with air through a pipe from the surface: there is no evidence, however, that such a dress was ever in use. The great Leonardo da Vinci (1500) left several drawings of ingenious devices for underwater breathing, including one which shows a complete diving dress of leather with an air-pipe and sandbags to take the diver to the bottom. In 1715 an inventor named Becker demonstrated his diving dress by staying under water for about an hour.

Diving apparatus was, apparently, first used in England about 1754, for the purpose of salvaging gear from sunken warships. The wreck of the famous *Royal George*, Admiral Kempenfeldt's flagship which capsized and sank at Spithead in 1782, was first surveyed by the use of a diving bell, and later by men wearing an early form of diving dress. It was not, however,



A NAVAL DIVER ABOUT TO DESCEND to inspect the bottom of a submarine moored alongside its depot ship in harbour

On left—**The following is a key to the picture :**
A—Officer in charge of diving operations.
B—Air pump to supply diver.
C—Men paying out air-pipe and breast-rope (or life-line).
D—Short ladder to enable diver to get aboard boat.
E—Breast-rope or life-line (in which are also the telephone cables.)
F—Air-pipe.
G—Shot rope, down which diver goes hand over hand.
H—Sinker to shot rope.

till early in the nineteenth century, that a dress was devised in which the diver was supplied with air at a pressure equal to that of the water surrounding him. No great depth could be attained at this date, but from this first primitive dress the modern type of pressure dress has evolved.

The modern diving suit is of pure rubber between two layers of twill, with a metal " corselet " to which a separate helmet is clamped. The air-pipe is of specially strong construction to withstand the pressure, which at 50 fathoms (300 ft.) is 133 lb. to the square inch. The air is supplied by a pump which may be driven by oil engine or electric motor or, more usually, operated by two men. An air-control valve in the helmet allows the diver to increase at will the amount of air inside his dress, to gain buoyancy when he wishes to come to the surface, or to assist his movements on the bottom.

For use in deep water, a telephone is arranged, the receiver being situated in the crown of the diver's helmet. In this case the usual rope life-line is replaced by a hemp " breast rope " in the core of which run the telephone cables. When no telephone is used, the diver communicates with the surface by a prearranged code of signals made by pulls on the life-line or air-pipe. The diver wears lead weights at his breast and back of about 40 lb. each, to keep his equilibrium while under water, as well as boots with lead soles, each of which weighs about 18 lb. Diving is arduous and hazardous work and only a man of powerful physique can undertake it, and then only after a long training which begins in a shore tank. As the depth of water is increased, so correspondingly is the air pressure, so that the diver may become accustomed to breathe compressed air. At great depths it is not possible for a man to remain below for more than a short time, and danger arises if he should, in emergency, have to be brought to the surface quickly.

Normally, after a spell on the bottom, the diver is raised very slowly and by stages, and during his ascent he exercises by swinging his arms and legs in order to release the minute bubbles of gas which have collected in his joints. A sudden ascent releases these bubbles in a gush, the effect being much the same as is observed when opening a bottle of soda-water. This may result in acute pains known as " bends," or diver's disease.

The remedy is to rush the man into a " decompression chamber " in which the air is raised to the pressure existing at the depth in which the man was operating, and then reduced very slowly. With modern knowledge and precaution, however, such illnesses are rare.

THE BATTLESHIP WHICH THE JAPS CLAIMED AS A VICTIM: H.M.S. " WARSPITE," a unique picture taken just after her reconstruction in 1937, when she was converted into " the most modern battleship in the Navy "

After the Battle of the Coral Sea, in the South-West Pacific, the Jap High Command claimed a British vessel " of the Warspite class " as one of their victims. This claim was promptly denied by the Admiralty and later by Mr. Winston Churchill himself. The *Warspite* was first launched in November 1913 and completed in March 1915 at a cost of £2,500,000. Subsequent reconstruction between 1925 and 1933 involved a further expenditure of about £1,000,000; and then, in 1934, *Warspite* was again taken in hand for a further reconstruction of an extensive character which absorbed another £2,362,000. This picture was taken in 1937 during trials soon after the vessel had been rebuilt, when she was described as being " the most modern battleship in the Navy." A little later she sailed for the Mediterranean to serve as flagship for Sir Dudley Pound, then C.-in-C. *Warspite* is one of a class which have a high reputation: they steam splendidly, and can maintain a high average speed for long periods. This fine old veteran will long be remembered for her exploit at Narvik, when she wiped out all the remaining German destroyers in the fiord

A GUN-LAYER ABOARD A DESTROYER ON CONVOY ESCORT DUTY: Most of the instruments seen in this photograph are described in detail in the larger drawing on the opposite page

THE TWO SIGHTS OF THE POM-POMS: The function of these two different sights is fully explained in the smaller drawing at the bottom right

A FOUR-BARRELLED MULTIPLE POM-POM—an impressive weapon. To-day the Royal Navy also use a larger eight-barrelled weapon on many vessels

THE HITTING POWER OF THE POM-POM is exemplified in this picture, which shows the big two-pounder shells which it fires

NAVAL ANTI-AIRCRAFT GUNS

A Note by Francis McMurtrie

WHEN the last war closed, anti-aircraft gunnery was in its infancy, and the heaviest anti-aircraft piece in general use afloat was a 3-in. semi-automatic. A 4-in. weapon was being introduced, the first of H.M. ships to carry it being the aircraft-carrier *Argus*, completed in September 1918. At first she was given only two of these, mounted singly on either side forward; but a year or two later a couple more were added. At this date the 3-in. was mounted in most battleships and cruisers and many destroyers for anti-aircraft defence. Just over 11 ft. in length, this gun weighed a ton without its breech mechanism, and fired a 16-lb. shell.

As first introduced, the 4-in. A.-A. was double the weight of the 3-in., and fired a projectile fully twice as heavy. Later models of this gun weighed from 24 to 26 cwt. To-day a great many different naval guns come within the category of anti-aircraft weapons. Two of the heaviest, the 5·25-in. and 4·5-in., are actually "dual-purpose" guns, suitable for either high-angle or low-angle fire. This very useful weapon fires a shell weighing 85 lb.

Use of the 4·5-in. is widespread. The battleships *Valiant* and *Queen Elizabeth*, the battle-cruiser *Renown*, the aircraft-carriers of the Formidable class, and sundry depot ships, such as the *Maidstone*, *Forth*, *Hecla*, *Tyne*, *Adamant* and *Unicorn*, all mount this calibre either as principal or secondary armament. It fires a 55-lb. shell, and is therefore a considerably heavier piece than the 4-in.

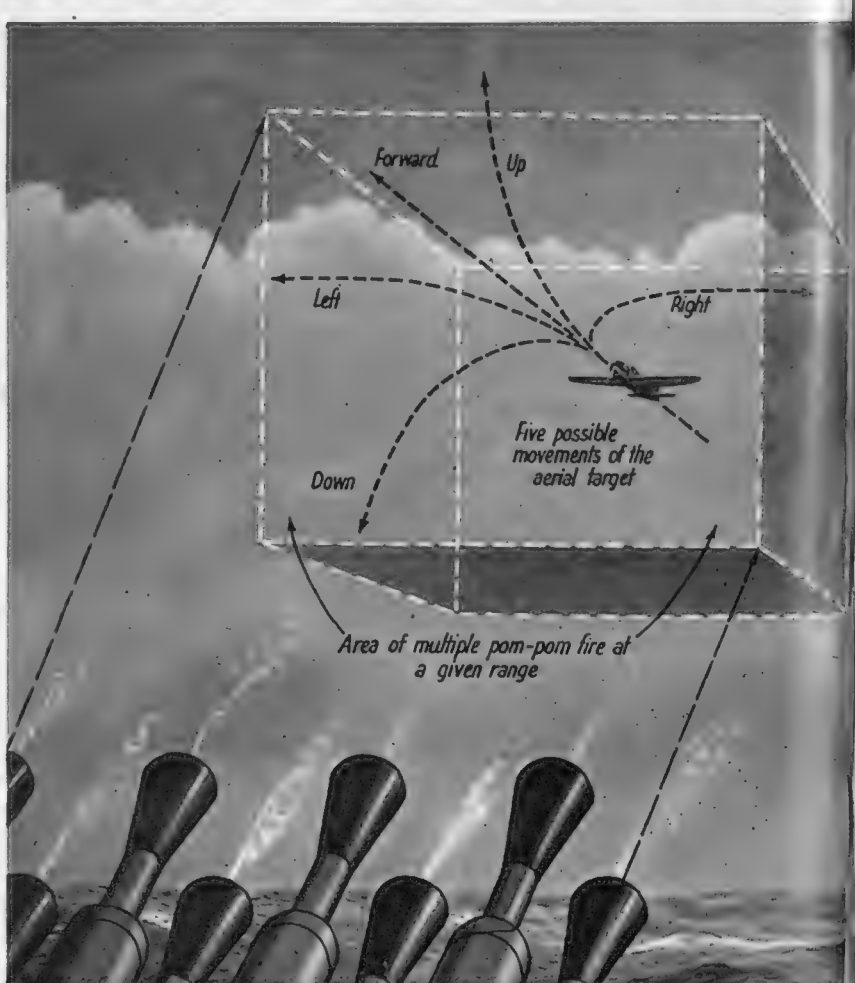
In two battleships, H.M.S. *Nelson* and *Rodney*, the tertiary armament consists of six 4·7-in. anti-aircraft guns, the only examples of this calibre on high-angle mountings. In essentials these appear to be merely an adaptation of the ordinary low-angle 4·7-in., used in the majority of destroyers.

All other anti-aircraft weapons are of the automatic type. They include the two-pounder pom-pom, of 40 mm. calibre, which is found either in eight-barrel or four-barrel mounts, and occasionally as a single gun; the two-pounder, 40-mm. Bofors gun; the Bofors 20-mm., which is sometimes seen in a twin mount but more often singly; the 20-mm. Oerlikon; the Vickers ·5-in., in quadruple, twin or single mounts; the Hotchkiss ·303-in., the Lewis ·303-in. and the Savage ·303-in., the last-named resembling the Lewis in many respects.

In the Mediterranean the Italian Breda gun, mostly of 20-mm. but sometimes 40-mm., figures in the armaments of certain ships. These, of course, are captured weapons. In the Norwegian campaign, and again during the Cretan evacuation, a number of Bren guns were taken on board sundry of H.M. ships and employed as anti-aircraft weapons.

Anti-aircraft guns in destroyers are mostly four-barrelled pom-poms and Oerlikons—known colloquially as "Hooligans." In coastal craft such as motor gunboats and motor torpedo-boats single pom-poms, single Oerlikons, ·5-in. Vickers and very occasionally 20-mm. Bofors will be found.

All these automatic guns fire tracer ammunition, which beyond a certain range destroys itself.



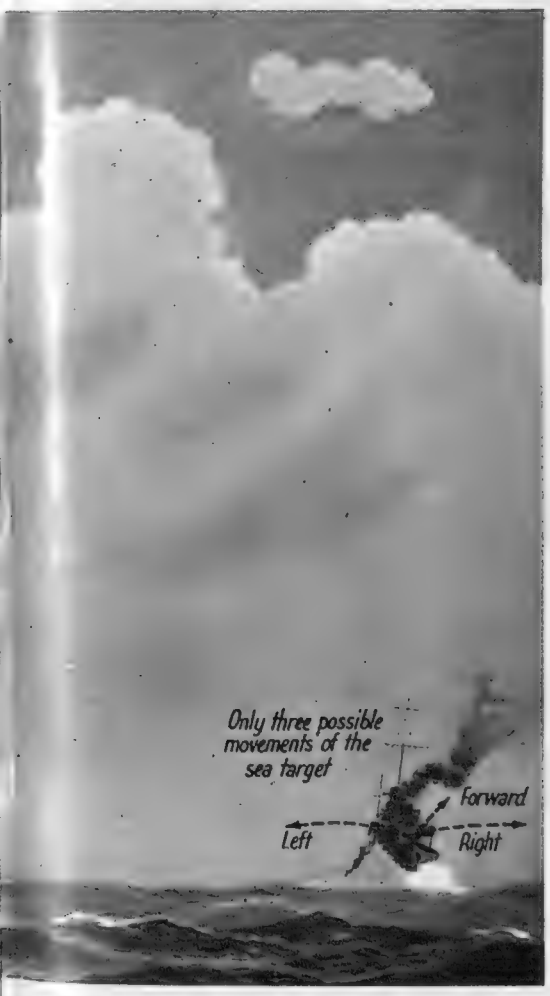
WHEN IN ACTION AGAINST AIRCRAFT, THE GUNNER'S JOB IN GETTING THE RANGE IS

This drawing has been composed to show the difficulty of keeping an aircraft in the sights compared with a ship at sea. The former has five possible movements in the air, but a surface craft has only three, as indicated above. An eight-barrelled, multiple pom-pom has a very large area of fire at a

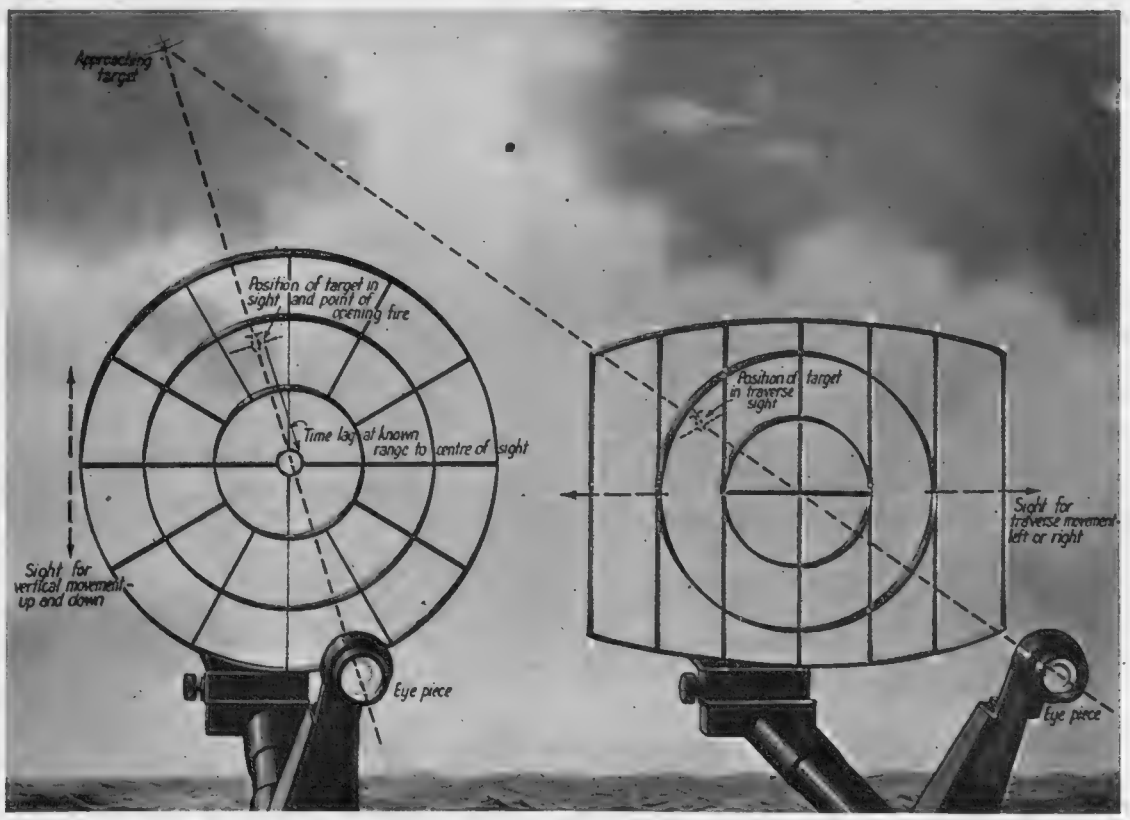
RANGING ON THE TARGET, by Sea and in the Air

IN THE TURRET WITH THE 4·7-IN. GUNS ON A DESTROYER, showing the Telescopic-Aiming Sight, and the Open Sight for close range, as well as other important ranging instruments—*Drawing by L. Ashwell Wood*

Here, all the information regarding range, bearing, deflection, etc., is transmitted from the Range-finders and Fire-Control positions on the bridge : the gun-layer, or trainer, has merely to sight the target upon the given instructions. The turret crew might receive their orders thus : "Bearing 160—Range 1,000—Deflection 6 degrees" : the guns would then be trained accordingly. This system ensures that all the guns come under the control of the gunnery officer (or "Guns," as he is known on a destroyer). Should individual fire be required at close range, however, the guns are laid over open sights, which simply means that they are fired at point-blank range through the gridwork at the end of the Telescopic-Aiming Sight. In the above drawing, the little inset view shows how the target appears to the gunner in the turret through the eyepiece of the Telescopic Sight



MORE DIFFICULT THAN IN THE CASE OF SEA TARGETS given range, and this tends to forestall any movement of the aircraft, which is met with a field of two-pounder shells. The greater the range, the greater the area of fire up to 20,000 ft.



THE OPEN SIGHTS ON A MULTIPLE POM-POM and how they are used for ranging—*Drawing by L. Ashwell Wood*

Here two open sights are used—one for the vertical movements of the barrels, and the other for the traverse movements. Both are kept on the target and, the range being known, fire is opened up at the right moment—that is, when the target crosses the sights as shown above : the sectors of the two sights have been designed specially for synchronisation in the above manner

The DEFENCE of AUSTRALIA

New Guinea Stands up to the Japs and Frustrates the Attacks on Port Moresby

NEW GUINEA is a key-point much desired by Japan. Once fully in her possession she would command the Torres Strait, and would be within easy flying distance of the north of Australia. The fringe of outer islands, regarded by Australia as her bulwark against invasion, have been falling to Japan's superior sea-power, ever since the beginning of this year. The Bismarck Archipelago, handed to Australia, as mandated territory after the last war, were seized by the end of January, and towns in New Guinea were bombed at the same time. After the fall of Singapore on February 15, the bombing attacks were more severe, and when the Dutch were overpowered in Java on March 7, the Japanese forces made their first landing on New Guinea.

It looked as if the enemy would have the same rapid success as in Malaya and Java, but owing to its natural obstacles New Guinea has proved a tough nut. The towns of Madang, Lae, and Salamaua on the north coast were evacuated long before the Japanese landed, the Australian forces retiring into the interior, where they have been acting as guerillas, knowing the country well. For once the Japanese found their infiltration methods impracticable. There were no great armed bodies to surround; mountain ranges came right down to the sea, the rivers spread themselves over swampy ground, and dense jungles made rapid movement impossible. The Japanese made their first landing at Salamaua, a small port on Huon Gulf, at 2 a.m. on March 8, and a few hours later landed at Lae, the new capital, fifteen miles to the north.

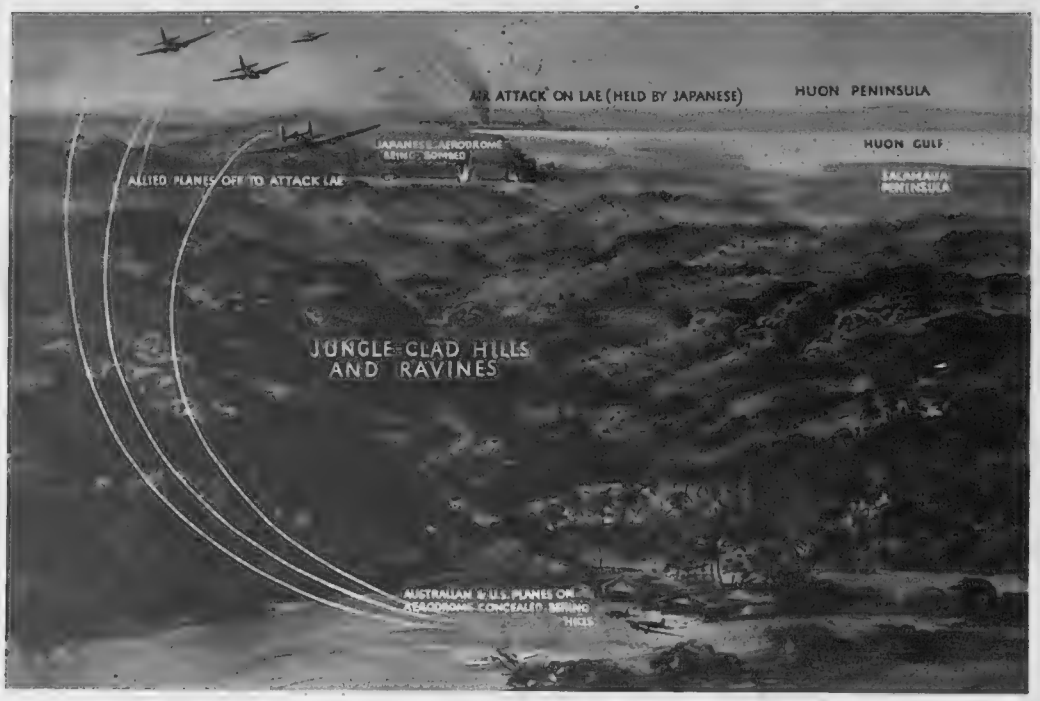
Good aerodromes had been secured, but the Japanese desired many more, in order to disperse their planes. With their usual speed, they at once proceeded up the Markham valley, which runs down to the sea near Lae. This Valley lies between high, precipitous mountains, but being broad and flat can easily be used for aerodromes, which are rapidly made by cutting down the tall grass. But after reaching 27 miles up the valley, heavy rains forced the enemy right back to the coast, where they were concentrated as a good target for the R.A.A.F. In their passage up the Valley the Japanese had been assisted by Lutheran missionaries, who had for many years been established at Finsch Harbour and being Australian-born had been on friendly terms with all the inhabitants of the towns of New Guinea.

Port Moresby, the capital of Papua, once a British possession, but now under Australian authority, was the goal of the Japanese invaders, who desired its magnificent harbour, the nearest to Australia. From Salamaua, almost due north of Port Moresby, it was only about an hour's flying distance for bombers, and it was evidently expected that it would soon be reduced to submission. But the garrison thought otherwise, and so did the Allied Air Force. Fortunately for Port Moresby its situation from the land side consists of jungle and unexplored mountains, preventing anything like a sudden attack. But the Japanese seem to have imagined that they could get across these barriers, and actually announced soon after their landing that light motorised forces had reached the Gulf of Papua and were advancing on Port Moresby. If they do attempt an overland route, it will mean crossing precipitous mountains, by tracks only wide enough for one man at a time.

The Allied Air Force, consisting of the Royal Australian Air Force, and the American Air Force, have done valiant work over New Guinea, making constant attacks upon the shipping, and aircraft assembled at Lae and Salamaua. Throughout March and April the Japanese were never left alone, but were hammered at day after day. This quite broke the Japanese time-table, and prevented any immediate attempt at a landing at Port Moresby.

With the opening of this month the fighting has become more intense, each of the opposing air forces seeking to destroy the aerodromes of the opponent. The rainy season is nearly over, and it is possible that the Japanese may again advance up the Markham Valley and endeavour to find a way round the mountains, or even send their lightly-armed men across the jungle-clad mountain barrier which protects Port Moresby.

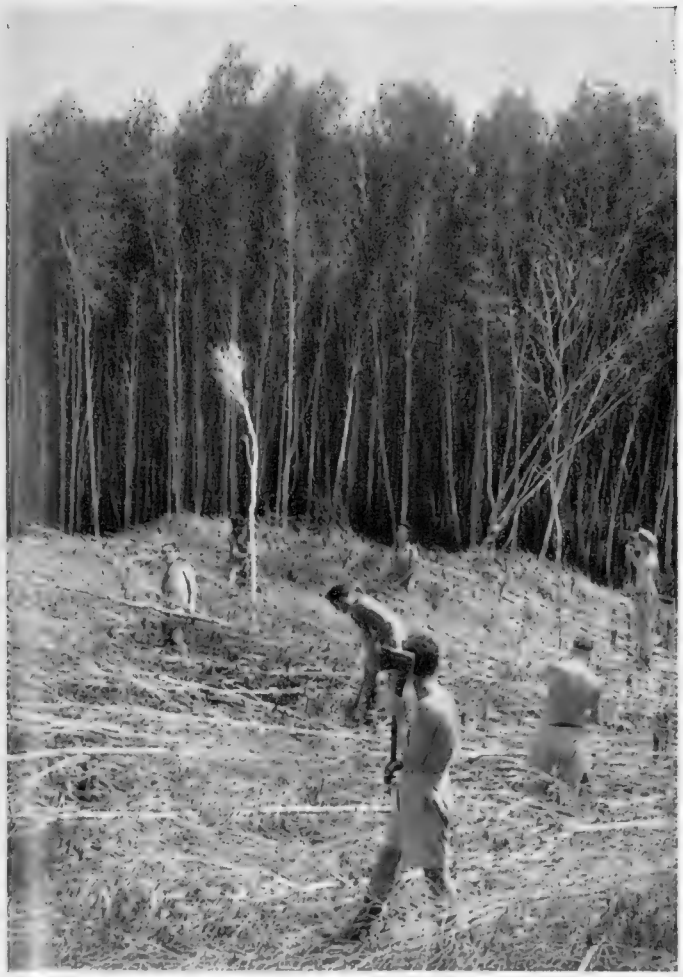
PORT MORESBY HAS AN OUTER SCREEN OF EXPERIENCED GUERILLA FIGHTERS concealed in the jungle to greet any Jap troops who may fight their way across the steep, jungle-covered mountains between the enemy base at Lae and the Port, held by the Allies. Air attacks on the aerodrome at the Port are constantly being driven off with heavy losses to the attackers



HOW THE CONSTANT ALLIED AIR ATTACKS ARE HINDERING JAPANESE PREPARATIONS to advance across the jungle-clad hills between Lae and Port Moresby. The enemy's shipping and aerodromes are constantly being bombed by aircraft operating from landing-grounds concealed behind the hills—*Drawings by F. D. Blake*

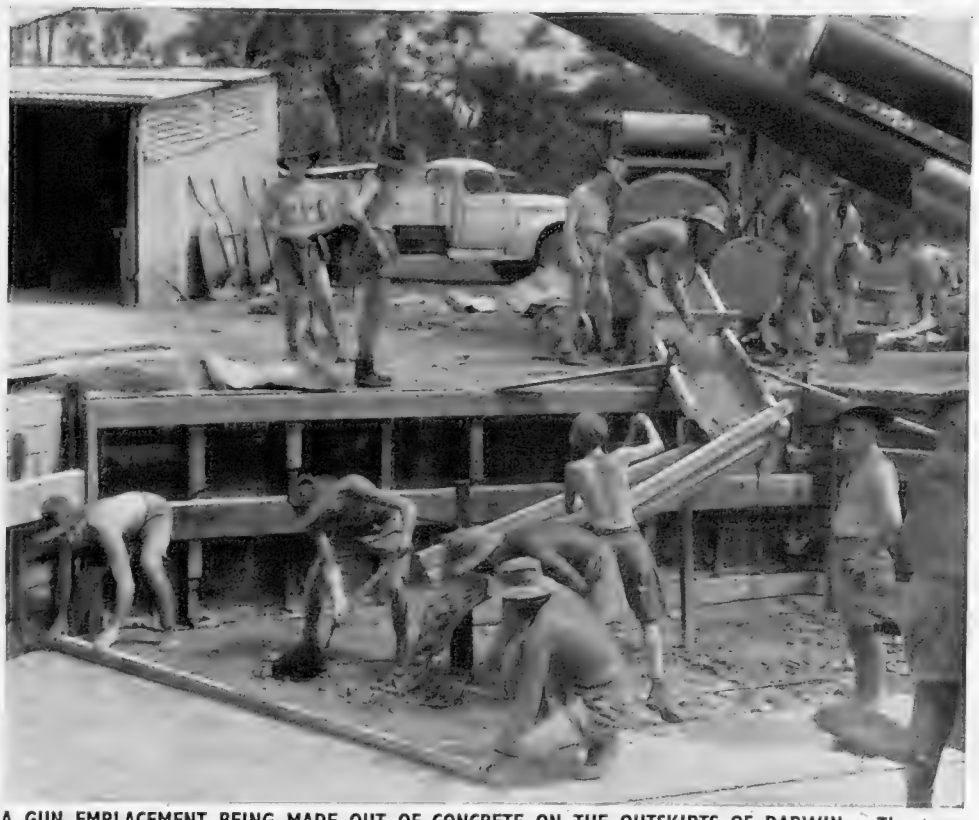
THE DUTCH IN NEW GUINEA HAVE BEEN CO-OPERATING WITH THE AUSTRALIANS: This picture comes from Hollandia, in the Netherlands portion of the Island of New Guinea. It shows Dutch native soldiers and supplies being ferried to a waiting flying-boat for transportation to an advanced base at Lake Habbema, 11,800 ft. above sea-level, in the heart of the mountainous country, for further operations against the Japs on the island. But, in the meantime, during the course of a further penetration, the enemy has secured possession of a number of points in Dutch territory, including Hollandia where this picture was taken

THE DEFENCE OF THE STRATEGIC PORT AND TOWN OF DARWIN



AUSTRALIAN SOLDIERS FELLING TREES IN A MANGO SWAMP NEAR DARWIN. This work of clearing the thick jungle growths can only be done at low tide

SOLDIERS CUTTING A DRAIN THROUGH SOLID ROCK for defensive works at Port Darwin : Darwin before the war was a remote outpost of Australia's Far North. Its position and significance changed almost overnight after the fall of Singapore ; and to-day it is considered to be a base of great strategic importance in the scheme of Pacific Defence. High-pressure preparations are now being made to ensure a powerful resistance to any Japanese invasion attempt. Tracks are being cut, roads are being made, gun emplacements are being dug and concreted, and barbed-wire defences are being erected ; hundreds of machine-gun posts have also been erected. The Australian Army have been carrying out all this work in temperatures that exceed 100 degrees in the shade, with a humidity higher than 70 per cent. !



A GUN EMPLACEMENT BEING MADE OUT OF CONCRETE ON THE OUTSKIRTS OF DARWIN. The town is now a great hive of warlike activity, as it occupies a very high strategic position

TREE-TRUNKS AND SANDBAGS GO INTO THE CONSTRUCTION OF A COMPANY HEADQUARTERS. The men are working in a temperature which exceeds 100 degrees in the shade !

A GUN BEING PREPARED FOR TRANSPORT TO A NEW POSITION, ready to play its part should an invasion attempt be made by the Japs in the Darwin neighbourhood

The MERCHANT SERVICE of the AIR

The Network of Communications Still Operated by British Civil Aircraft in War—as in Peacetime

Described by CHARLES GRAVES

IT is two years since Imperial Airways Limited and British Airways Limited joined forces. The men of the Merchant Navy have to keep open the maritime communications of the Empire at all costs. The captains and crews of the Merchant Air Service have the task of maintaining, also at any cost, the Empire's communications by air. And just as cargo vessels are sailed through submarine-infested seas, so the Merchant Air Liners are flown through the war zones and through many regions where the enemy claims control of the air.

The average person, if asked whether there was any civil aviation to-day, would presumably think that it was as dead as the dodo—until the war is over. Actually, the Merchant Air Service fly day and night, week in and week out, over fifty thousand miles of air routes. By the end of this year it is calculated that they will have flown over 8,000,000 miles.

Our aircraft do not set out from their old departure points in the glare of peacetime publicity to published time-tables. But they do set out, and they arrive quietly and unobtrusively. You cannot, it is true, pay your money and take your ticket or send your parcel as you might have done before the war. It is a Government service now, and the loads carried are those which the Government requires. It is safe to say that no passenger, unless Government-sponsored, can go by air to Lisbon, for example: although the pilots are denied many of the customary peacetime aids to navigation.

When one thinks about it, it is perfectly clear that as kings and heads of states, prime ministers and ambassadors, admirals, generals, and air marshals, and industrial experts have to undertake long journeys at extremely short notice, air transport has become almost the only possible method of travel. Vian of the *Cossack*, Wavell of Libya, are only two of the illustrious passengers of the Merchant Air Service.

AN EMPIRE FLYING-BOAT OF BRITISH AIRWAYS FLYING ALONG THE COAST TOWARDS INDIA: The curiously eroded hills of Baluchistan offer fascinating views along this part of the route, much like those of the canyons of the American Continent: they have been created by the same natural causes

AN AERIAL VIEW OF HAMILTON HARBOUR, IN BERMUDA, taken from a flying-boat of British Airways. It was from this point that Mr. Churchill returned to Britain by aircraft after a record flight at the end of his most recent visit to President Roosevelt in Washington

Few people realise that the air routes which link this country with the Empire and the United States, being thousands of miles in length, need halts for feeding the passengers and allowing them to sleep in far-away places where there are no hotels. From South Africa to Egypt, and from West Africa to India a chain of these establishments has been created.

Lagos, Kano, El Fasher and Asmara come to the mind. A rest-house varies from bare buildings in charge of a caretaker, where the traveller sets up his camp kit in an empty room, to comfortable, well-equipped buildings which are almost hotels. Some are to be found in the wilds of the Arabian Desert where all the water supplies have to be brought on donkey-back from the nearest oasis. At Mozambique the rest-house can accommodate forty-two people and has a fine cocktail lounge. At Lagos there is a swimming-pool. At Bathurst the British Airways have had to start their own farm—twenty-five acres of it, producing vegetables, poultry, milk, eggs, apples, oranges, pears, grape-fruit and lemons. At Cairo the rest-house consists of a couple of houseboats on the Nile with three bath-rooms and twelve bedrooms.

Passengers, however, have to be fed in the air as well as on the ground. Before the war, the aircraft could serve three- or four-course hot meals during flight. Now only cold meals are offered. But when the war is over, British Airways hotel and catering services will no doubt be worthy of the great Merchant Air Service which will be developed all over the world. As to this, there is bound to be a tremendous growth in air communications everywhere. The Americans are mass-producing C.W.20s and D.C.4s for military transport. These are the latest type of civil air-liner, and can be rapidly transferred back to their civilian duties when necessary. Equally, the Germans have Ju.52s; Russia has various types; Great Britain alone is not mass-producing military and transport aircraft. We are too busy building bombers.

The best-known British aircraft being used in the Merchant Air Service are Short Empire flying-boats. These fine four-engined air-liners maintain the classic Empire air route from Durban to Egypt, Iraq and India. Previously they flew on to Singapore. New and larger versions of this flying-boat were coming into use just before the war. One of them is the famous flying-boat *Clare*, which made the first survey flights of 1939. Two others, the *Golden Hind* and the *Golden Horn*, were taken over by the R.A.F. in 1939, but have been returned.

The fleet of British Airways consists of many types of aircraft. There are the Ensign liners familiar to travellers on the London-Paris route; there are several Boeing flying-boats built in America. (These maintain the service from England to West Africa and thence to Brazil and the United States by way of the West Indies.) The largest two-engined aircraft in the world, the Curtiss Wright 20, is also in the British Merchant Air Service, together with half-a-dozen American Liberators. These are used on the Return Ferry Service across the Atlantic. There are also several American Lockheeds—civil versions of military types.

It is British Overseas Airways which runs the gauntlet to Lisbon and back several times a week, connecting with a Pan-American Clipper to the U.S. This service carries the letters of German prisoners of war in England to Germany, and those from their relatives in Germany to England. It second

"CORSAIR," OPERATED BY BRITISH AIRWAYS, AT REST ON THE BROAD BOSOM OF THE NILE AT CAIRO: This picture was taken during the passage of the huge air-liner from South Africa to India, one of the many long-distance routes still being successfully operated

brings the English newspapers and magazines which, however careful the censorship, are of the greatest interest to the German Intelligence Corps. Their daring has naturally led to casualties among the aircraft. The flying-boat *Corio*, which the Japanese shot down recently, was on a route which would have taken her from Sydney through the East Indies to Rangoon and Calcutta, across India to Karachi, up the Persian Gulf to Baghdad, Galilee and Cairo to Khartoum and the Great Lakes, and finally to South Africa, where she would have been beached and made ready for the return trip. This route had been operated almost without interruption twice a week since the summer of 1940.

Then there was the aircraft flown by the pilot who nervously took Neville Chamberlain to Munich. She was attacked by a Heinkel in Cornwall. The pilot put her nose down and proved that she could dive at 325 miles per hour without her wings falling off. He got away with it.

The personnel of the British Air Service is very experienced. Many of them were in the R.A.F. Reserve before the outbreak of war. Some of them were called up to the R.A.F. and the Fleet Air Arm, and became flying instructors. Others, like Lieut.-Commander Esmond, V.C., served as pilots and have lost their lives. Wing-Commander Bennett, who, after a raid on Trondheim, escaped to Sweden through the snow, had led the first formation flight of ferried bombers across the Atlantic. Every now and then former pilots of British Overseas Airways are released for service. But when the war is over, hundreds of pilots now in the Royal Air Force will have the opportunity of fulfilling their ambition and using their knowledge of multiple-engined aircraft in the Merchant Air Service.

ONE OF THE BIG BOEING AIRCRAFT TAKING OFF FOR A FLIGHT: These huge aeroplanes are made by the company which also build Flying Fortresses. Their civil aircraft before the war embodied everything that could have been desired for long and comfortable flights by air

Air-liners seating one hundred or more passengers will appear very soon after the war. They will have day and sleeping accommodation much like American Pullman cars. Others for night journeys will be sleeping-car planes like the Sky-Sleeper in which I flew from Fort Worth to Los Angeles just before the war, only much bigger. These long-distance aircraft will make non-stop journeys across the Pacific to India and Australia in twenty-four hours or so. Air crews will become more like ships' crews, with pilots and engineers as watch-keeping officers. The captain will not do any piloting except, perhaps, taking off and putting his aircraft down. He will be more like a ship's captain, in fact. As British Airways see him, he will be an airman and navigator of great experience. But he will also have to play host to important passengers, like the captain of a Cunarder or P. and O.

British Airways is considering a Dartmouth of its own—a sort of cadet college for boys intending to take up the air as a career. But there will be no need for that for a long time to come. The R.A.F. will be able to provide all the trained personnel necessary and, after all, British Airways is Government controlled, so presumably the air crews who are risking their lives daily and nightly during the war will be rewarded in the way they would like best when peace comes round and they can be released from operational duties.

There will be jobs for the W.A.A.F. as well. Already the Merchant Air Service employs women architects, tracers, teleprinter operators, typists, office workers, chauffeuses, map-draughtswomen, aero-engineers, fabric workers, viewers, fitters, and even computors.

In the meantime, the Merchant Air Service is on the job all the time. Its passengers will include anything from a single mouse, infected with yellow fever, which is being sent to the School of Tropical Medicine in London for the preparation of serum, to General de Gaulle. Its regular cargo includes all the air-graph mail for the troops in the Middle East, wireless valves for Chungking and medical necessities for our prisoners of war in Germany (sent via Lisbon). When Persia was occupied and the southern supply route to Russia was opened up, the British Overseas Airways were detailed to establish a service from Egypt to Teheran. They followed hard on the heels of the victorious troops in the East African campaign.

The World of Books—By Vernon Fane

AUTHORS in VIOLENT and QUIET MOODS

Johan Fabricius' Malayan Tragedy; Peter de Polnay's Satirical Fantasy; Another "Tough" from the "Cheyney" Gang; The Charming Memories of a Soldier; A Collection of Poems for Children

THE work of Mr. Johan Fabricius is readable almost to the point of hypnotism, since it is not until one is about a hundred pages along in a novel such as his latest, **A MALAYAN TRAGEDY** (Heinemann. 8s. 6d.), that one realises that the plot is slight and superficial, and the characters not particularly sympathetic. What is it, then, that gives the story such facility, and makes, if not the effort of reading, still the time spent in reading, seem worth while?

Partly this is because of the technical skill and smoothness with which Mr. Fabricius writes, handling what is essentially melodrama without over-emphasis, and partly it is because of the lovely and exotic background of Malaya, with which the author is so familiar, and which he describes with great liveliness and realism. Incidentally, this book has no relation to the present war.

The family whose story this is are the grandchildren of a Javanese woman and a sergeant in the Dutch East Indian Army, and their problems are typical of the weaknesses and instabilities of the half-castes, and of their childish gaiety, their bitter jealousies and the lack of balance which is their tragic inheritance.

The four brothers and sisters live under the watchful and affectionate eye of their grandmother, old Ma Sarinah, but her care and vigilance are not enough to save them from their different but unhappy destinies. Rosa is a pretty girl who exploits her looks with varying degrees of success and scandal; George, reputedly the respectable brother, embezzles for the sake of a native woman of particularly cynical character; Boeng, the most attractive and the most promising, commits murder to protect his younger sister Nonni from a debauched old man.

It is a story of violence, but mitigated by the interest of the background, where opium-sellers and local officialdom and the actors of the Chinese theatre play their intricate and disreputable parts. Not Mr. Fabricius at his best, but at his most glibly-plausible.

BOO (Secker and Warburg. 8s.) is, on the other hand, pure fantasy. Except where Mr. Peter de Polnay describes Monaco Harbour, or the wintry shores of the lake at Annecy there is little reality about this novel. Mr. de Polnay's writing is clever, effective, amusing and exasperating. There is an audacity about it which one may find attractive, though that palls when the defiant, thumb-to-nose attitude is too apparent, for the theme, the worldly success and happiness of a beautiful, idiot boy, can be a witty or a macabre one, as points of view differ, but it is difficult to sustain at any pitch.

The author's premise being, apparently, that while Boo's mind is more or less bankrupt, his body is perfect and his sense of values as fresh as the dawn; he proceeds to illustrate this by a series of adventures in which his hero is appreciated by a number of young ladies, an older benefactress, his doting ex-butler father and, finally, a beautiful, neurotic and hard-drinking woman who finds complete contentment in marriage to him.

They live quietly—Boo had run back to his father on the first day of the honeymoon and from that day they set up an original *ménage á trois*—and they live in idyllic peace. Boo likes to ski, and skis superbly, that being an affair of physical balance and control. He likes to play chess, and sits happily for hours while his wife or father move not only their pieces, but his, on the board. The serpent in their Eden proves to be a writer, a neurotic, but this time of a type allergic to Boo's qualities. He upsets and distresses him, and with great simplicity Boo kills him, and the idyll is resumed.

But Boo's father is killed, too, as they drive away to escape a police investigation, and Boo, still wordless, jumps to his death at the same place, to be near his father even in death.

Mr. de Polnay is essentially a satirist. He is bitter, destructive, flippant and simply comic. He is also sometimes very tiresome.

The word most generally used in assessing the work of Mr. Peter Cheyney is "tough." And rightly. It must even bring a mild glow of satisfaction to him when (and if) he reads the opinions of reviewers to note how consistently they appreciate the very quality he has been at most pains to indicate with pen, or sawn-off typewriter, or whatever the appropriate tool of his specialised trade may be.

WILLOWS FOR WAR: The bundled willows, loaded into narrow black boats, are punted down the long shallow channels across the moors to the roadways and lorries waiting to take them to the rodyards: War causes many of the old crafts of Britain to come into their own again. Half-forgotten trades spring back to life. Hands, disused, regain their skill. Willows, for instance, are wanted for shell-cases, packing, transport, more in war than in peace. So what of the men who work with the willows? First there is the planting of the trees, the draining of the land by dykes from which run the shallow drains which they call "rhines" in Somerset. Cutting the willows is a tough job. Swinging the iron bills made specially for the work, the men sweep the willows back, between their legs, holding under one arm a quarter of a hundredweight, two arm-loads to the half-hundredweight, bolt or bundle, forty bolts to the day's work. The bolts are then loaded into the black rhine boats and punted down the rhines across the miles of moor to reach the roadways and waiting lorries which take them to the rodyards. In the yards the willows are sized up and those needed for immediate use are boiled in long open troughs. Willows that are wanted white are tied into bolts, packed into upright rows in water pits till the bark loosens and the rod within is bleached. The rods are then taken to the stripping sheds where women swish them through a V-shaped iron spring. Here white and buff rods are cleaned and polished. After stripping, rods are carried to sheds where the weavers work. And here is the oldest craft of England, unchanged through the centuries. Here man is supreme. No machine can take his place

DARK DUET (Collins. 8s. 6d.) is no exception and no disappointment. In fact, I think it is rather better than the last Lemmy Caution book, though in this Mr. Caution has been transmuted into a Mr. Kane, who retains the same itching finger on the trigger, and the same cynical disregard for his success with the dames.

His current book consists of three long episodes in the naturally adventurous career of Mr. Kane, whose indifference to the value of human life has only one exception, and that in his own favour. That is not to indicate that Mr. K. is a rat. On the contrary: he is a very fine chap, a kind of Commando Secret Service man, who plugs the enemies of this country light-heartedly, but shows the greatest ingenuity in getting out of the tightest corners himself. He has courage, initiative and a passion for action that would satisfy the most ardent daily leader-writer. I can't help wishing he really existed, and that, as I write, he were putting in some useful work on an enemy agent in St. John's Wood, or Lisbon. (Mr. Cheyney is nothing if not topical.)

Now for the most complete transition, to what its author calls a book of memories and to what is a book of great charm, however unexpected that word may be as a description of a soldier's autobiography. **UNEXPECTED** (Hutchinson. 12s. 6d.) is, in fact, the title that Lieut.-General Sir Douglas Brownrigg has chosen for the pleasant, quietly-mannered account of his own life, of which at least half has been spent in places that could moderately be rated as turbulent.

Sir Douglas's life as a soldier began, traditionally, at Sandhurst, and he went from there, as a subaltern in the Sherwood Foresters, to Singapore, where he "soon revelled in the intricacies of peace soldiering." From that time his Army career has taken him to India, Gallipoli, Manchuria, China, Japan and Korea. In the first phase of the present war he was Adjutant-General of the B.E.F., and for eighteen months was Military Secretary to the Secretary of State for War, a position then held by Mr. Hore-Belisha.

Now, as Colonel of the Sherwood Foresters, and with active experience in organising the Home Guard as it now stands, Sir Douglas spends his two "free" days a week in writing the weekly war commentary of the Ministry of Information for the foreign Press, and in producing newspaper articles. In addition he was an air-raid warden during the blitzes of 1940-1941, and since then has managed to write these memoirs.

From that bare list of military appointments I have left out the travels that took Sir Douglas across the United States and back, and many of the more or less peaceful expeditions which took him round the world, and from which he seems to have extracted the sincere, but tranquil kind of enjoyment that one would least expect from a man reared in the tradition of making war.

In the summer of 1940 Mrs. Jane Carton's eight-year-old daughter went to Canada with other children of her own age, and, since like most wartime departures, hers was hasty, her mother had no time to give her the collection of poetry and prose that she had been choosing for her. Now that it has been published as **A CHILD'S GARLAND** (Faber and Faber. 6s.), a far wider number of children will be able to enjoy it

There are psalms and songs, Shakespeare and Gilbert, the writing of Englishmen from Bunyan to Churchill, Lear's inspired nonsense, Addison's hymns and a fragment of one of Henry Newbolt's poems that I recommend to any father going picnicking with his little daughter. Some of the extracts I would have thought a little melancholy for such a young child, but that is open to discussion, and we always have the immortal example in *Little Women* of Jo, who ate an apple and cried happily over the *Heir of Redcliffe*.

I think, too, that the section which the collector has called "Fun and Nonsense" is a little skimpy, though that is partly compensated by the passages on animals and birds, in which there are two very fine extracts from *Old Possum's Book of Practical Cats*, and a little too much of Blake. As for the two pages on leprechauns from *The Crock of Gold*, they alone should make this book a success with any right-minded child—and a lot of very contrary ones.

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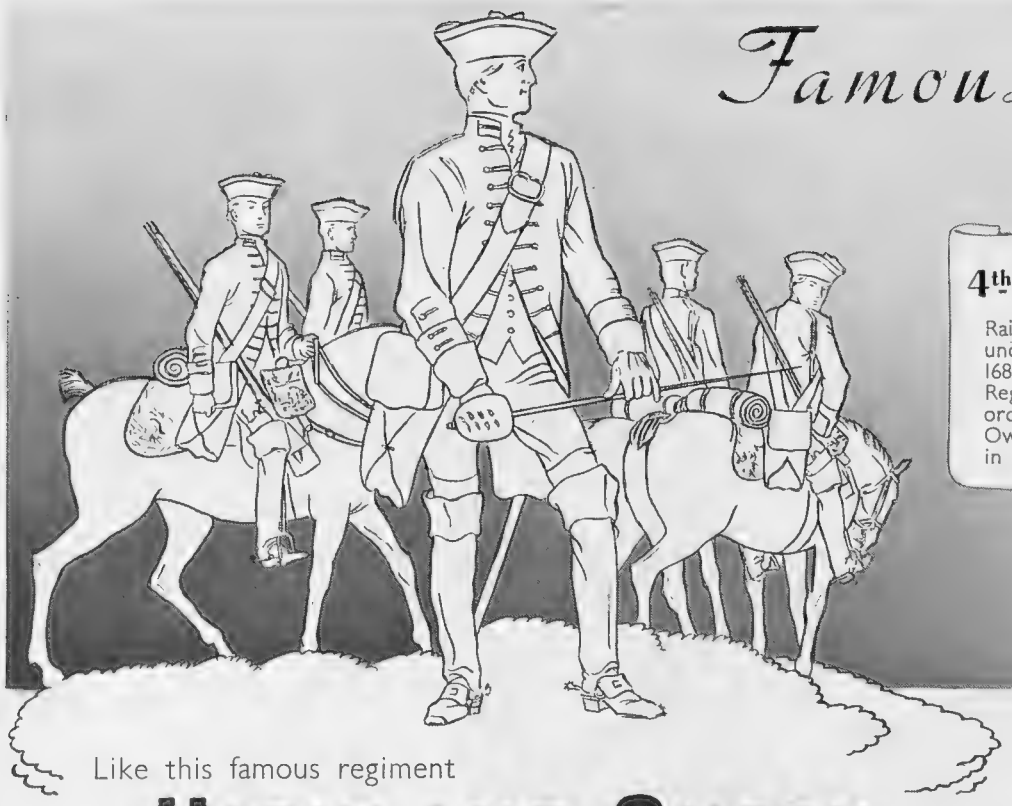

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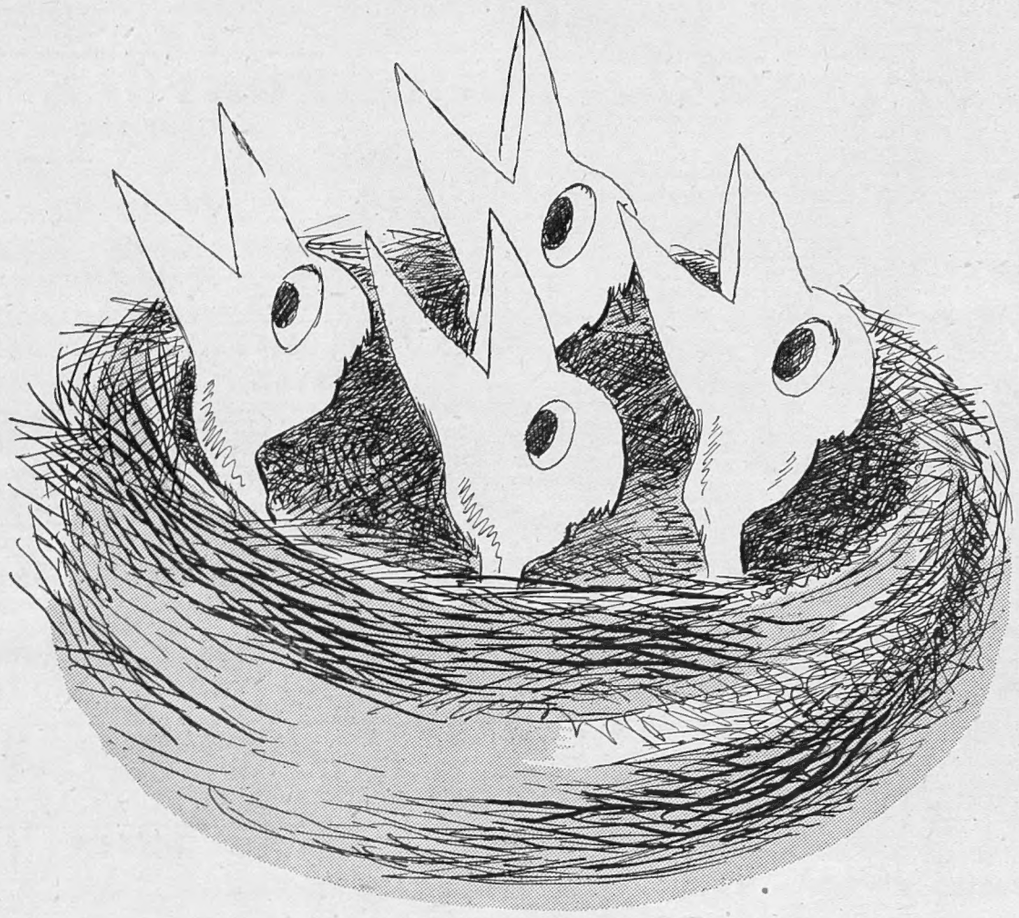

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ADVICE BY ASHLEY COURTENAY

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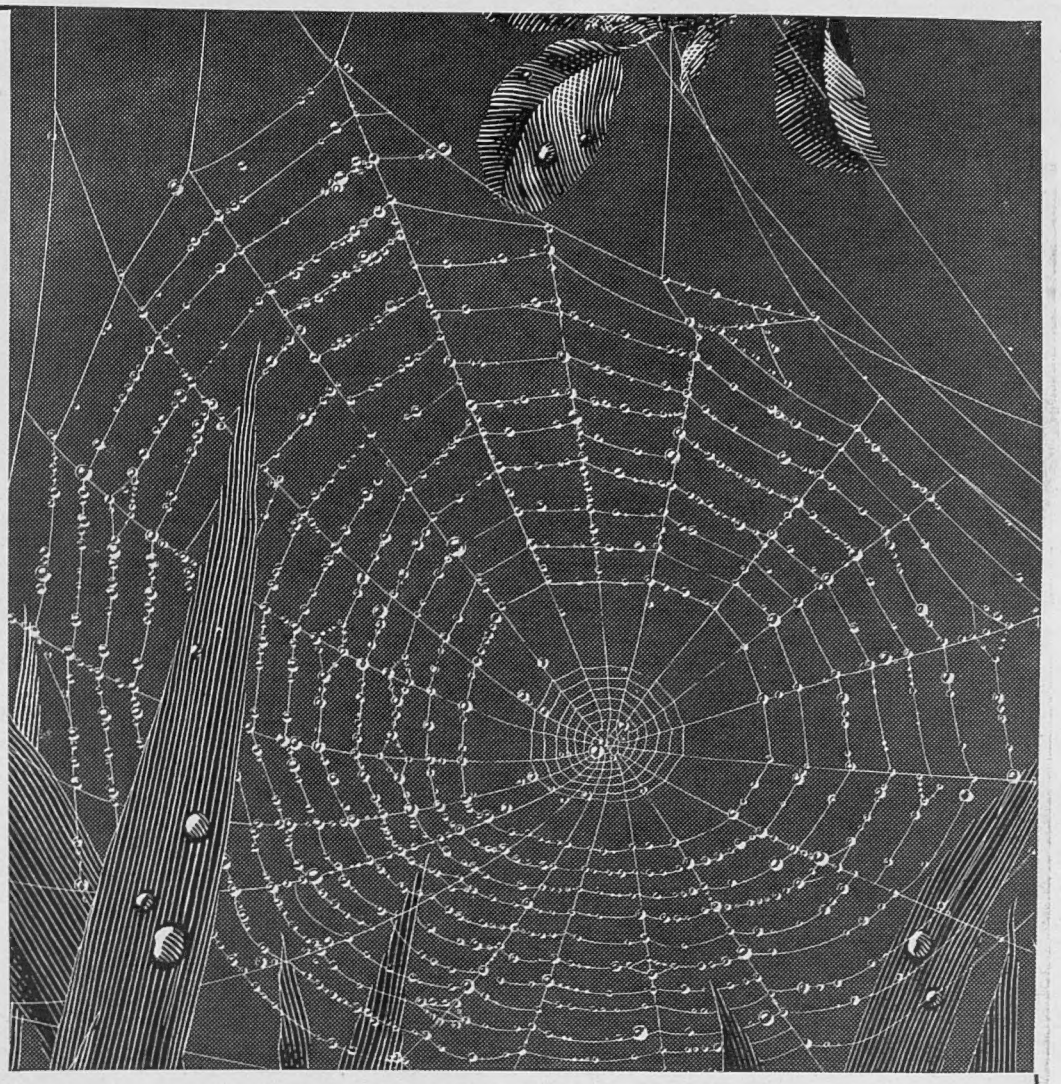

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